

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXIII. No. 1.

CHICAGO, ILL., JULY 10, 1909.

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Rosenkrans-Snyder Co., grain and mill feeds.*
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 provided for different options, four for Wheat, four
 for Corn and four for Oats; also spaces for the
 market on each at 9:30, 10:30, 11:30 and 12:30 and
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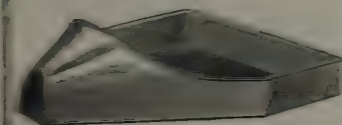
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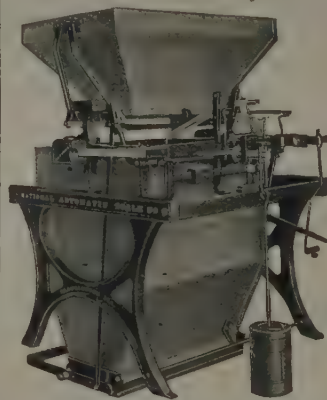
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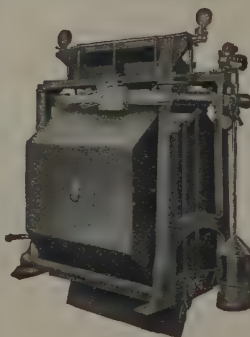
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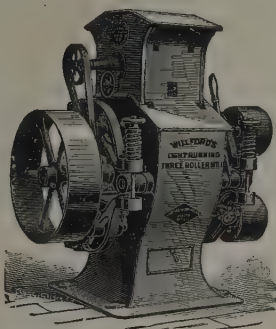
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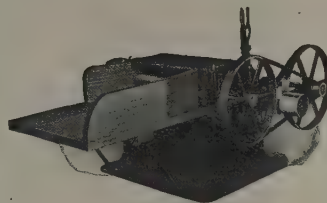
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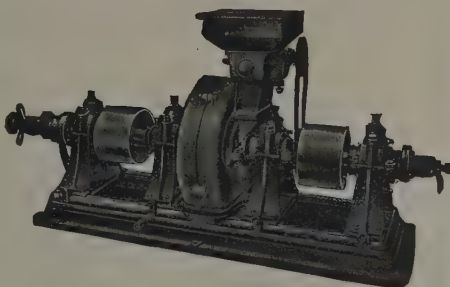
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Grain Dealers Journal
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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. **Price, \$1.50**

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Machinery and equipment furnished and installed.

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Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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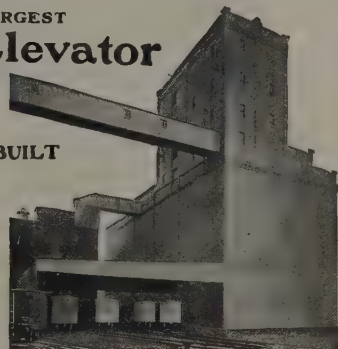
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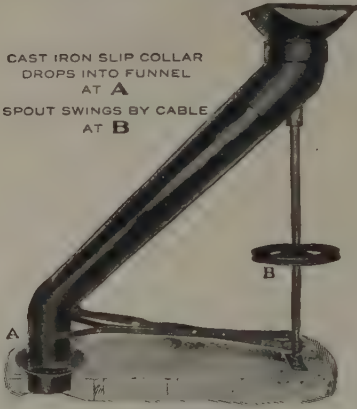
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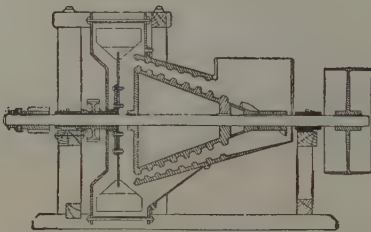
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The Improved U. S. Corn Sheller Is Now Ready



Second Patent Pending

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

PRICE, \$2.25

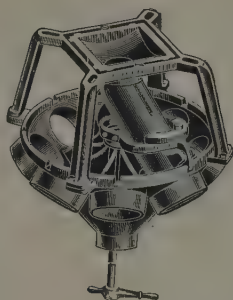
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You notice the pile in the cupola and in the pit. But you don't notice so readily what goes into the bins on top of other grains, and is thereby absolutely lost.

You are docked at destination "for mixed grain," but it is hard, almost impossible, to trace it back to

the date of mixture and to the cause. It's too late even if you could.

The Hall Signaling Distributor

stops all this loss which aggregates an enormous amount at times.

Its mechanical design and its signaling feature overcomes every objection.

You should read our booklet in full explanation and illustration, and get our list of users in every state and then inquire of your own neighbors

We send it on trial guaranteeing satisfaction.

Hall Distributor Company, 222 Ramge Bldg., Omaha, Neb.

The Worst Thing that Happens to an Elevator

is for it to stop. Arbitrarily stop. The value of your labor, your time; your laborer's and mechanic's time; your waiting customers' time; the time of the cars on the track; of your whole plant, is lost, when your elevator arbitrarily stops.

There is no contentment, no profit, during this stoppage

If you should calculate this loss accurately it would surprise you.

Every Choke-Down Costs You Money

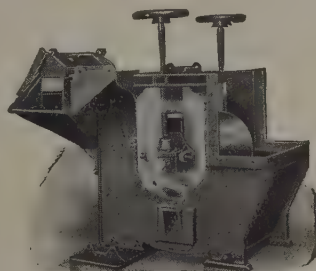
Sometimes big money. The constant fear of a choke which compels you to slow down the feed into your Boot, costs you **infinitely more money**; because a continuous loss. Not less than 50% of the actual capacity of your elevator leg.

The Hall Non-Chokable Boot

actually costs you nothing, because it doubles the leg capacity. Smaller size is needed. Cups all run full, without attention. Belt never stops. Can you estimate its value?

We send it free on trial to be proved by you, guaranteed by us.

**Catalog E
Illustrates it.**



Philip Smith Passenger Lifts are in great demand.

We are shipping them out by the dozen because they

Decrease cost of insurance.

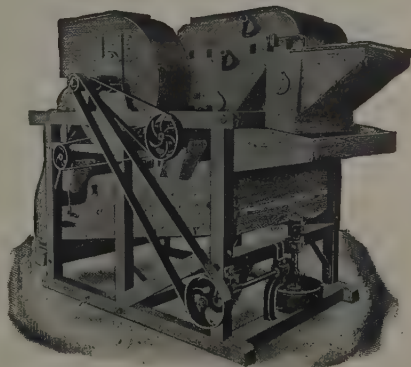
Render all portions of elevator quickly and easily accessible.

Prolongs the life of the elevator operator.

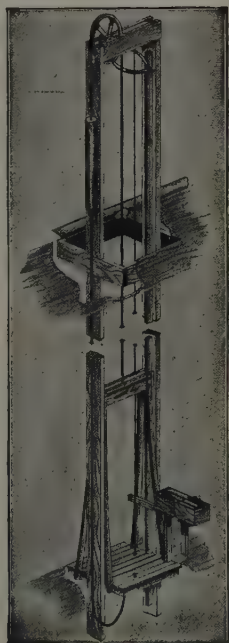
This elevator is easy to operate; requires about one-half the space it would take for a stairway; moves by a slight pull on the hand rope; is adjusted by equalizing weights. A brake makes it positively safe, and always under control of the operator.

Ohio Grain Cleaners.

There are many features about our cleaners we would like to explain to you. The Ohio cleaner derives its motion from the fan shaft. The vertical eccentric shaft is driven by a pair of noiseless cut bevel gears from the lower counter on the machine, which is driven direct from the fan shaft. But you tell us what you need in the cleaning line and we'll submit an interesting proposition to you.



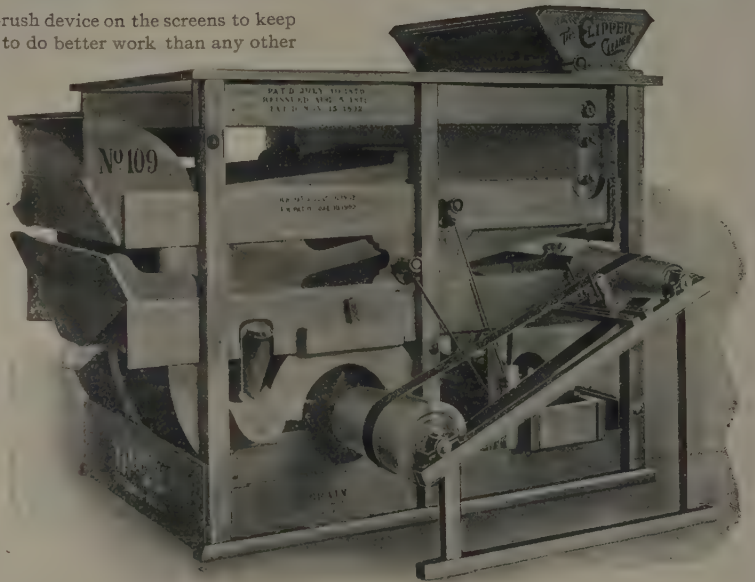
The Philip Smith Mfg. Co.
SIDNEY, OHIO



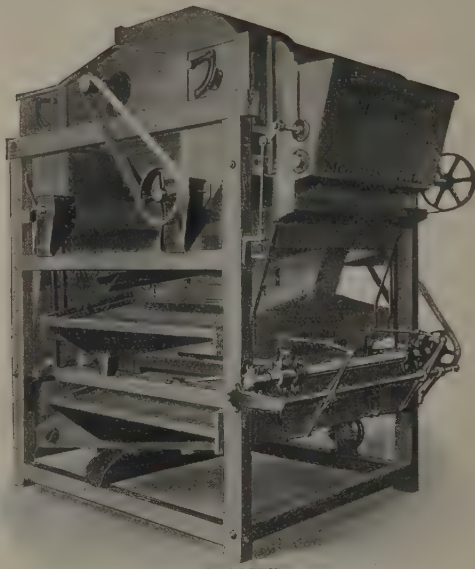
The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



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Cornwall Double Separator

BUY the best guaranteed Elevator, Warehouse and Milling Separator on the market. Cleans any and all classes of grain or seeds.

Has two shaking motions, assuring **large capacity and fine cleaning**. Sieves with motion in line of travel of grain for removing straws and coarse material. Sieves on which grain travels across line of motion for close separations.

Removes sand and seeds at head of sieves.

Sieve cleaners **clean every inch** of sieves several times a minute. They work under the sieves and lift out everything caught in holes.

Air and sieve separations under complete control **always**. All sieves in plain sight and easily removed and adjusted.

Larger capacity. Better cleaning. Less power. No attention. Meets all requirements.

Get our prices on **complete machinery equipments** for Grain Elevators, Malt Houses, Cereal, Corn, Feed, Flour and Cement Mills.

Grain Dryers of all capacities, made to do the work right with least power under guarantee.

Write us today when you will be in the market and what you will need.

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NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

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Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.
KEEL & SON.
By J. Z. Keel.

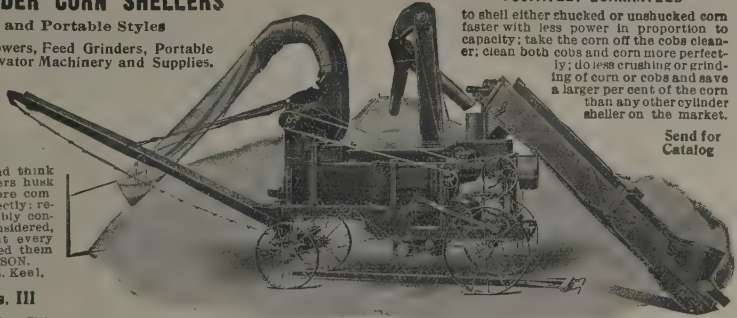
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Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either chucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

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"EUREKA" GRAIN DRYERS



remove any desired percentage of moisture from the grain, conditioning it for shipping or storage with perfect safety.

Every kernel is uniformly conditioned without checking.

Drying process automatic and continuous.

Can be used as conditioner with cold air only.

Absolute satisfaction guaranteed.

Built in capacities from 10 bushels to 1000 bushels per hour.

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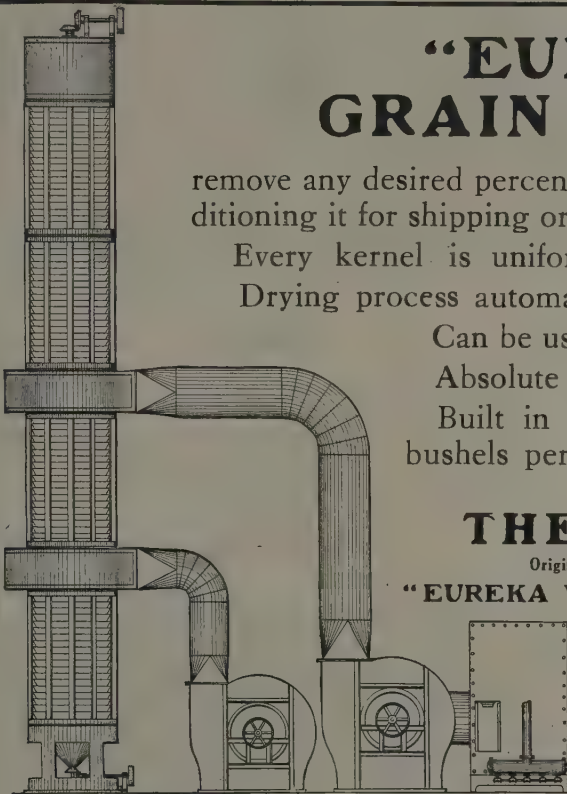
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ANCHOR DUPLEX COTTON BELTING

Superior to any Cotton Belt on the Market.

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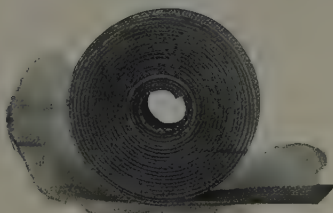
BECAUSE it is solid, multiple woven and cannot separate.

BECAUSE it is absolutely impervious to heat, cold or moisture.

BECAUSE it has 15 to 30% more pulley contact, as every thread is a strain bearing one.

BECAUSE with greater pulley contact it will transmit more power.

These are the four salient points that the buyer must consider. A trial will convince you of the correctness of these facts. Every foot of belting is guaranteed.

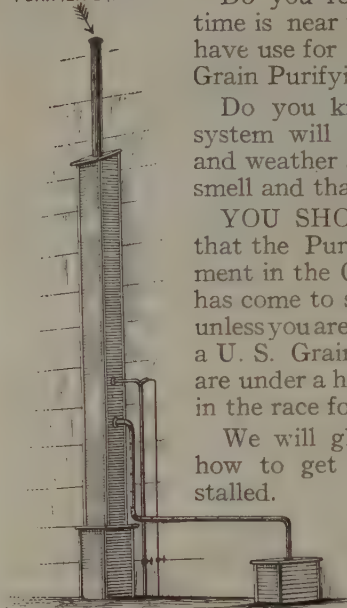


ATLAS BELTING CO., Sole Manufacturers, 152 Lake St., CHICAGO

FACTORY: BUCHANAN, MICH.

MR. ELEVATOR OWNER!

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Do you realize that the time is near when you will have use for an up-to-date Grain Purifying System?

Do you know that our system will remove water and weather stains, ground smell and that musty odor?

YOU SHOULD KNOW that the Purifying Department in the Grain Business has come to stay, and that unless you are equipped with a U. S. Grain Purifier you are under a heavy handicap in the race for profits.

We will gladly tell you how to get a System installed.

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Once

U.S. Grain Purifier Company

EARL PARK, ILLINOIS

The Grain Dealer

has no fear of immature corn, wet harvests or late planting if he has a

Hess Grain Drier

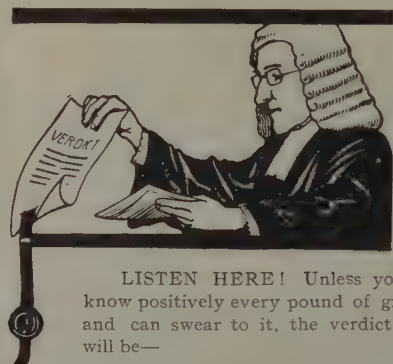
for he knows that **Hess Dried Corn**, dried with warm air and cooled with fresh air is best for shipping, best for milling, and best for storing. Equip your elevator **now** with a **HESS DRIER** and be ready for business. You will then not only be insured against loss but enabled to make a profit on out of conditioned grain which your competitor, having no drier, cannot handle.

BOOKLETS FREE.

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Claims
For
Shortage

LISTEN HERE! Unless you weigh and know positively every pound of grain you ship and can swear to it, the verdict of the court will be—

"Mr. Shipper, you are guilty of gross negligence, therefore the Railroad Company cannot be held liable for the leakage occurring in transit."

THE RICHARDSON AUTOMATIC SCALE weighs every pound of grain shipped and claims for shortages are honored by the Railroad Company because you can prove the weight shipped. The verdict is always **IN FAVOR OF THE USER OF RICHARDSON SCALES.**

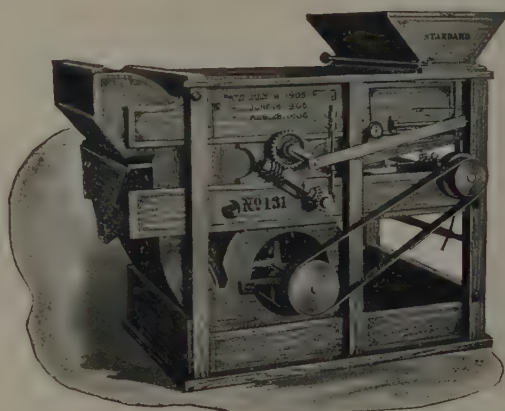
The only Scale that will weigh uncleaned grain containing sticks, straws, cobs, etc., without a screen and without spoiling the record.

**IMMEDIATE SHIPMENTS FROM
LARGE STOCKS.**

RICHARDSON SCALE COMPANY

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**GRAIN
STANDARD SEED CLEANERS
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Grain Dealers who watch this space will learn about Standard Cleaners. We know the needs of the grain cleaning trade and we are making a cleaner with

MANY POINTS OF SUPERIORITY

A Positive Feed Hopper, Brushes for keeping the Screens clean without doubt the best system on the market. The principle is different. Automatic Vibrators, Perfect Blast Regulator, something new, and many other features which we will describe specifically in a letter to you. Write us for copy of our catalog.

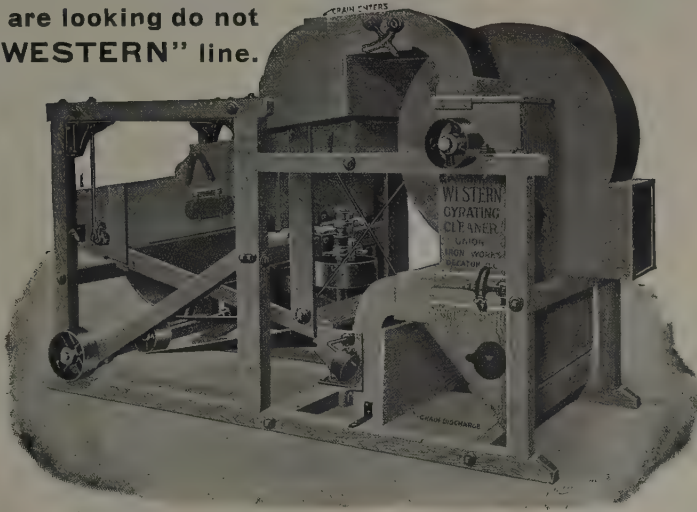
The International Mfg. Co.

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Now Is the Time to Look After Your Machinery and while you are looking do not overlook the "WESTERN" line.

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Everything
needed in
a first-
class
elevator.



We back our
machinery with
forty years of
experience.
"WESTERN"
machinery
is past
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The "WESTERN" Gyrating Cleaner, greater capacity, better separation, better cleaning, better balance (less vibration), better control, greater durability, and last but not least the most convenient and least expensive machine to install.

TERMS—We will ship these machines to any responsible party, anywhere, on 30 days' time with guarantee that the machine must be as represented above in every respect. For further information address,

UNION IRON WORKS, Decatur, Illinois

Manufacturers of the celebrated "WESTERN" line of Shellers and Elevator Machinery.

The Curtis Steam Turbine does not get out of adjustment



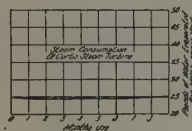
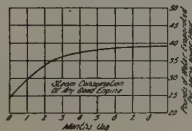
The life long economy of Curtis Steam Turbine Generators makes them most desirable for all classes of electric lighting

The economy of a steam engine may be equal to that of a steam turbine when the engine is new. The wear of engine parts, however, causes the coal consumption to greatly increase as the engine gets old. The water consumption of an engine may be 25 pounds per horse-power at the beginning, but it is very likely to be nearer 40 pounds after two months of service. The steam engine grows less and less efficient every month and year.

Curtis Turbines keep in adjustment—
after months of service their economy is as high as when first started



Curtis Steam Turbine Generators are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.



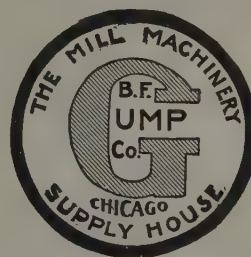
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ELEVATORS, FLOUR MILLS and GRIST MILLS

Mills of Every Description and Size

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PRICES,
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A FEW MACHINES ON HAND FOR PROMPT DELIVERY

- 1-300 bu. Pratt & Whitney Automatic Scale.
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- 1-9x24-3 pair high Hutchinson Feed Mill.
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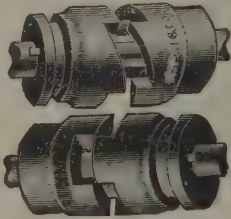
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"NEW ERA" MANLIFTS Are Always Best

Besides our regular machines we offer a **new one**—a fireproof, steel one, with patented exclusive features. This is a winner.

Sidney Elevator Mfg. Co.,
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JAW CLUTCH COUPLINGS


Will save use of power by cutting off idle machinery. Special Cut Price Now.

GRAIN DEALERS SUPPLY CO.

Elevator Machinery

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BUFFALO

GRAIN TESTER WITH HOPPER FOR FILLING CUP INSURES ABSOLUTE ACCURACY

BUFFALO SCALE CO.
CHICAGO - BUFFALO - NEW YORK

THE REASON

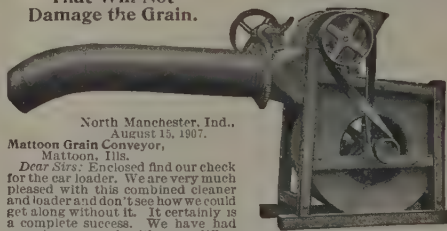
most elevator men do not install a car puller is because of the cost. We have solved this problem by designing the machine to pull from one to three cars which we can sell for \$36.00. Send us the amount and see how quickly we can



ship you one. You will be surprised with the work this machine will do. If not satisfactory return it and we will refund your money and any money you have paid for freight. Remember we guarantee it to pull three cars.

BURRELL MFG. CO., 253 South Jefferson Street, CHICAGO

The ONLY Car Loader
That Will Not
Damage the Grain.



North Manchester, Ind.,
August 15, 1907.
Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine
that Will Clean and Load
at the Same Time.

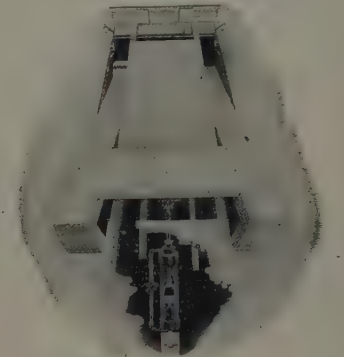
For Descriptive Circular
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**Mattoon Grain
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MATTOON, ILL.**

Want a Job? — Advertise in the Situations Wanted
columns of the Grain Dealers Journal.

NO BROKEN LEGS

to pay for, no more accidents to fractious teams when your wagon dump is equipped with a Reliance Automatic Dump Controller.



Easily attached to any wagon dump, and gives absolute control over its movements.

Simple in construction. See cut. Buy now and be ready when your dump works overtime in handling the new crop.

Sent on 30 Days trial. **RELIANCE CONSTRUCTION CO., Indianapolis, Ind.**

C. W. Amos of Hedrick, Ind. writes, "We have tried your Reliance Dump Controller and find it to be a dandy. We can control any load. Please ship us another one immediately."

If you are needing a car loader in a hurry, send your order to us. During this season all orders received in the morning have been filled in the same day with only one exception. We are able to do this because our business is large enough to warrant us in keeping a number of each size in stock at all times. When repairs are required they go forward just as promptly either by freight or express as ordered! There are three express offices within four

blocks from us and we can have repairs at either of these offices within thirty minutes after the order reaches our office.



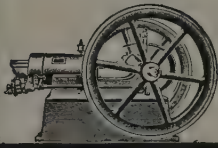
Maroa Mfg. Company
MAROA, ILL.

We make them in five sizes and ship on trial if desired.

YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

WITTE GAS & GASOLINE ENGINES



The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

GUARANTEED 5 YEARS

The proposition we make to introduce will appeal to you. In writing state size wanted.

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ENGINES

Are doing the work of the world and doing it well. 100,000 of them are making money for 100,000 satisfied users. You can become a profit sharer by sending for a catalogue and telling us your needs.

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Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels. Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the pounds column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

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No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to \$1.49 per bushel, and reducing any weight to bushels of 48 pounds. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Bar at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on 80-lb. book paper and bound in art canvas. Price \$5.00 per copy.

No. 36. The same as No. 35, but printed on heavy linen ledger paper and bound in cloth, half leather. Price \$6.00 per copy.

For any of the above, address,

Grain Dealers Journal

255 La Salle St., Chicago, Ill

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

THE PRACTICAL GAS ENGINEER

5th Edition.

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL
255 La Salle Street - - - Chicago

WHEAT TABLES

On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels, reduce any number of pounds up to 4,090 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,090 lbs., at 1, 2, 3 and 5 lb. dockage to bushels of 60 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 60 cents. **GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.**

FOOS Gas Engines

are economical

For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

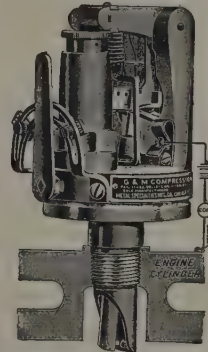
Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

The Foos Gas Engine Co.
Springfield, O.

Throw away your Hot Tubes and Jump Spark Plugs



Use
**G. & M.
Compression
Igniters.**

We can save you money, time and trouble. Spark may be easily and quickly advanced or retarded to the proper point while engine is under full speed, so that engine will develop more power.

The G. & M. Compression Igniter saves gasoline and gas, as it produces a hot fat spark which shoots a much thinner mixture and shoots it quicker; thus transferring all the gasoline and gas used into power.

The G. & M. Compression Igniter soon pays for itself by the saving in fuel and the absence of loss of time and trouble.

The G. & M. Compression Igniter is extremely simple, easy to apply and requires very little attention.

If your dealer does not handle this, kindly send us his name and write direct to the sole manufacturers.

Metal Specialties Mfg. Co.,

16-24 W Randolph St., CHICAGO, ILL.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

ELEVATORS FOR SALE.

FOR SALE—Elevator, also coal sheds and live stock business. Address Geo. H. Barber, Perkins, Iowa.

MY 18,000 bus. modern elevator with coal sheds, in Eastern S. Dak., for sale. Address J. C. Schmidt, Coeur D'Alene, Idaho.

COUNTRY ELEVATORS FOR SALE in Spring wheat states. W. J. Hartzell, 7th floor, Chamber of Commerce, Minneapolis.

FOR SALE, or rent—15,000 bu. elevator, near Cedar Rapids, Ia. Handles about 100,000 bu. per yr. Address Bank, Luzerne, Iowa.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in Northern Iowa, in German settlement. No farmers eltr. near. One competitor. Address Roy, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—40 M. cribbed elevator, good condition. Has oat clipper and hopper scale. \$7,500. Easy. Address Tone, Box 1, Grain Dealers Journal, Chicago, Ill.

TWO CRIBBED elevators in good condition in Minnesota. Will sell on easy terms, or will take land for part payment. Address No. 128 Corn Exchange, Minneapolis, Minn.

A GOOD PAYING ELEVATOR with coal, flour, feed and salt business; in the northeast central part of Ohio. A bargain if sold soon. Address Welt, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Modern 20,000 bu. cribbed elevator, gasoline power; coal sheds and corn crib in County Seat Town, Northwest Iowa. Address J. E. K., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20,000 bu. elevator on the Great Northern Ry. in Douglas Co., Minn. Excellent location, doing good business. No trade. Address P. O. Box 15, Chamber of Commerce Station, Minneapolis, Minn.

TWO MODERN cribbed elevators with coal sheds and corn cribs. Crops in this territory looking fine. Located on the C., R. I. & P. in Northern Ia. Address Mont, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR with sand and coal business in Southern Nebr. The best grain belt in the West. At a bargain if taken before big movement in new wheat. Write at once to Helbig & Co., 529 Bee Bldg., Omaha, Nebr.

FOR SALE—Elevators in the corn belt of Ohio and Indiana. Have several choice propositions. Give us an idea of where you would like to locate and the amount you desire to invest. Tri-State Elevator Co., Hicksville, O.

ELEVATOR and coal business for sale on Wabash R. R. in Western Illinois. Elevator 7,000 bu. capacity, in first class running order. Will sell worth the money. Address Walt, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co. C. B. Jenkins, Mgr., Marion, Ohio.

ELEVATOR, in Oklahoma, nearly new, at a bargain. Prospect for corn crop never better. Address C. F. Truitt, Enid, Okla.

FOR SALE—In Oklahoma town of 5,000. One elevator and a mill and elevator. Storage in steel tanks, 45,000 bu. Well established grain, flour, feed and coal business. Address A. B. Box 1, Grain Dealers Journal, Chicago, Ill.

MODERN ELEVATOR in Northern Iowa, doing a good business. No competition. For sale or exchange for good land at right value. Owner must quit on account of health. Address Sid, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000-bu. cribbed elevator in So. Dak. on C. R. I. & P. Ry. Station handles 250,000 bu. One other elevator line house. Coal sheds in connection, best station on the line. No trade. Address Den Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Small line of elevators, doing a good business, in the best part of Southern Minnesota where crop prospects never looked better at this time of year. Reason for selling; too much other business to attend to. Address Lock Box 99, Henderson, Minn.

FOR SALE—First class paying line elevators with cleaning house, S. W. Minn. and N. W. Ia. on Omaha road. One-half cash, balance time or good improved land. A great opportunity. Write for description. Address Line, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—3 elevators of 25,000 bu. capacity each, located at San Jose, Natrona and Harness, Ill. Also a one-half interest in 3 other elevators. The above property was formerly owned and operated by J. & F. J. Rapp. For further information address E. M. Wayne, Delavan, or Fred W. Jacobs, San Jose, Ill., Trustees.

FOR SALE—Two modern elevators, located in north central Iowa, on Chicago Great Western. Handled 350,000 bu. of grain last year. Gasoline and electric power in elevators. Also only Flour and Feed Store in county seat town of 3,000 inhabitants. For full particulars address P. Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, hay and coal business for sale on Wabash. Price, \$5,000. Handles 100,000 bu. annually. In town of 1,500. 15,000 capacity, new and modernly equipped steam power. A good reason for selling. Good tiled black land. This is a bargain and will not last long. Address Mond, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Eastern Indiana, 10,000 bushel elevator. Good business in grain, coal and hay. Twelve H. P. gasoline engine; bins all hoppers; building fair, stock scales. In good oats and corn belt. Price for a short time \$3,000.00. Also have a good residence property and an extra good general store; will invoice. Will sell altogether or separate. Leroy, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—20,000 bu. cribbed elevator on C. M. & St. P. R. R., in McLeod County, Minn. Best location in town, doing a good business. No trade. If interested address Hite, Box 9, Grain Dealers Journal, Chicago.

TWO IOWA elevators for sale—Have two elevators in central northern Iowa on the C. M. & St. P. R. R. in good grain territory and will sell for cash or trade for S. Dak. land. My reason for selling is that I live too far away to look after same. Address Carl, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg. terra cotta engine room and office, private loading switch and ground, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

PLANT of 75,000 bus. in town of 600 handling average of 375,000 bus. annually; good competition; central Illinois; price and terms reasonable. A 50,000-bu. elevator in town of 1500 with lumber yard in connection; plenty of business for 2 men. Other elevators in good locations always on hand. Write your wants in first letter. Am sure I can suit you. James M. Maguire, Campus, Ill.

TO EXCHANGE for land: Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron clad cribbed elevator building; cribs for 15,000 bushels ear corn, coal houses for 200 tons hard and soft coal, feed grinder, etc. All in first class condition. Handles 150,000 bushels grain annually. Price \$10,000. R. N. F., Box 12, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE—Always have a lot of special private bargains not known outside. One Ills. L. E. & W. gasoline, 16,000 cribbed, ship 163,000, 08, \$5,500. One Ind. L. E. & W. 35,000 steam, ships 125,000, retail profits \$3,000, good town, \$8,500. On Van R. R. Ind. good house averaged 4 yrs. 128,000, netted \$3,200-\$10,000, and others, others. 1 Clover Leaf \$12,000 BARGAIN. Address John A. Rice, Frankfort, Ind.

FOR SALE—The best small line of elevators in northern Iowa, consisting of nine houses with aggregate capacity of 240,000 bushels. Located in the center of the grain belt and in an immensely productive territory. Large retail business in coal, flour, feed, salt and tile at all the points. Retail business alone will pay expenses of operation. Houses are all in good condition and equipped with good machinery. Cleaning station at end of line nearest markets. Has always been a good money maker. Full particulars and specifications on application. Address, Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS WANTED.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS WANTED.

WANTED—An elevator in Michigan or Northern Ind. or Northern Ohio. Give full particulars and price in first letter. F. Kalmbach, Milan, Mich.

WANTED to rent or would form partnership in good elevator, Indiana or Illinois, by Sept. 1st. Address Rich, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

GRAIN FARM FOR ELEVATOR.—An ideal grain farm of 470 acres in Minnesota. No better land in the state; good black soil; level; first class improvements. Three miles from grain station and close to county seat, \$60 per acre. Will trade for Illinois elevator located at good point. Address M. A. Ruby, 531 W. Prairie Ave., Decatur, Ill.

MISSISSIPPI TIMBER LAND FOR ELEVATOR.—600 acres virgin timber land in Yazoo Co., Miss. All merchantable timber. Enough timber on land to pay for putting it in cultivation; land all susceptible of cultivation. Price \$25 per acre. Clear of incumbrance. Would trade for good Illinois elevator, well located. Address C. A. Burks, Decatur, Ill.

MISCELLANEOUS WANTED

IF YOU want to buy, sell or exchange an elevator or bank, address Southwestern Brokerage Co., Enid, Okla.

IF YOU want to buy, sell or exchange an elevator, write, wire or phone us. Tri-State Elevator Co., Hicksville, Ohio.

WANTED—We have several buyers for elevators and lumber yards. Let us know what you have for sale. Write today. Potter-Davis & Co., Galesburg, Ill.

WE ARE making a specialty of Buying, Selling and Exchanging Ohio, Indiana and Michigan Elevators. Let us know your wants. Address Tri-State Elevator Co., Hicksville, Ohio.

WANTED—To get in touch with a desirable location for an up-to-date Elevator, or with some one who has an Elevator doing good business for exchange. M. W. Burger, Crabb Orchard, Nebr.

WANTED—Several lumber yards in Northern Ill., one yard towns preferred. Do not object to elevator or coal yard. What have you? Address Lumber, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Present address of Mr. V. H. McDonald, formerly in the grain elevator building business at El Reno, Oklahoma. Have important communication for him. Address McDonald, Box 12, Grain Dealers Journal.

ELEVATORS FOR RENT.

ELEVATOR TO RENT at good station in Illinois. Address James M. Maguire, Campus, Ill.

WANTED to rent elevator handling about 200,000 bus. with good coal business in connection. Address Cher, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as grain buyer. Experienced in grain. R. R. Letner, Ash Creek, Minn.

WANTED POSITION—Experienced grain, hay and seed buyer wants work. Address Mart, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION, by young German as grain buyer. Two yrs. exp. Farmers Eltr., Western S. Dak. preferred. Address Louis Dengler, Maurice, Ia.

POSITION WANTED as Manager of country elevator, by experienced and capable man. Married and can give best of references. Address A. P. Jasinski, Canby, Minn.

SITUATION WANTED by grain man, married, 30 yrs. old, four yrs. experience. Will go any place and can give best of references. Address E. C. Bender, Bancroft, S. Dak.

WANTED—By a single young man of 27, position as buyer for grain elevator. Prefer S. Dak., Neb., or Northwest Iowa. Five yrs. experience. Address H. J. B., Ida Grove, Ia.

WANTED POSITION as manager of country elevator by experienced young man. Best of reference; first class bookkeeper. Address Wit, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as eltr. supt., by a man of exp. Thoro competent judge of grain; understands handling cleaning machy, so as to get best results. Address Supt., Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

SITUATION WANTED as solicitor for grain firm. Have ten yrs. experience in the grain business. Know how to get business and can prove same by results. Would like to commence at once soliciting for new crop. Age 36, Ref. A 1. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as auditor and asst. mgr. line elevators. Exp. in putting gasoline engines and eltrs. machy. in order. Address F. A. J., Box 11, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Men to work on elevators; mechanics only. Address J. A. Horn, Oklahoma City, Oklahoma.

WANTED—A man to work in country elevator. Steam plant. No office work. Address W. F. Starz & Co., Fowler, Ind.

MAN WANTED to handle small station, grain and lumber; give age and salary wanted. Address Mond, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced elevator man to work as second man in Farmers Elevator. Good salary to right party. Address with reference to Farmers Elevator Co., Letcher, S. D.

WANTED—Board of Trade Commission firm wants experienced traveler, one acquainted in the Minnesota, Western Iowa and S. Dakota territory preferred. Address R. W. B., Box 1, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER WANTED for new elevator, who can furnish money for operating same. Address James M. Maguire, Campus, Ill.

WANTED PARTNER in line Iowa elevators. Conservative, careful man only, of good habits. Address H., Box 1, Grain Dealers Journal, Chicago, Ill.

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THE BEST MATERIAL to patch grain cars is heavy strawboard paper. Easy to use, cheap and efficient. 2c lb. in lots 100 lbs. or more. Address C. E. Carpenter, Schoolcraft, Michigan.

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Readers desiring to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing 'Information Bureau, Grain Dealers Journal, Chicago, Ill.

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255 La Salle St., Chicago, Ill.

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FOR SALE—30 H. P. Gasoline engine, new. J. D. Mellies, Wellington, Kans.

GASOLINE engines for sale, 10 h.p. Temole Pump Co., 15th Place, Chicago.

FOR SALE—110 H. P. Upright Hart-Parr Gasoline, at a bargain. Address C. F. Freehauf, Cresco, Iowa.

ATLAS ENGINE, 35 H.P., in first class order for quick sale at bargain price. Address W. W. Pearson, Upland, Ind.

FOR SALE—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

TEN 2-H. P. FAIRBANKS-MORSE "J. O. A. T." Gasoline Engines, used one week, \$65 each. Wilmot Machinery Co., 722 Gravier St., New Orleans, La.

FOR SALE—One Fairbanks-Morse 5 H. P. horizontal gasoline engine complete, in good order. Price \$100.00 F. O. B. Mission Hill, S. D. Address Farmers Elevator Co., Mission Hill, S. Dak.

A BARGAIN in an 18 Horse Power Gasoline Engine. Fairbanks Morse type. Must be taken at once. Address The Metamora Eltr. Co., Metamora, Ohio.

FOR SALE—An 18 H. P. Type E. Olds gasoline engine in fine condition, including batteries and tanks. Am using electric motors. W. L. Ireland & Co., Grand Ledge, Mich.

FOR SALE—One 10x20 Buckeye Engine, and one 15x24 Rice Automatic Engine. Will be in operation for two weeks. Both good Engines. Loughry Bros. Milling & Grain Co., Monticello, Ind.

FOR SALE—1 portable 6-h. p. Stover Horizontal Gasoline Engine, on steel trucks, complete, new. Price \$290 f. o. b. New Orleans. Wilmot Machinery Co., 622 Gravier St., New Orleans, La.

FOR SALE—Gas Engine (St. Mary's) complete with all attachments—twenty dollar magneto, etc., \$125.00 cash buys outfit f. o. b. Sidney, O. A rare bargain. Write quickly. Sidney Elevator Mfg. Co., Sidney, Ohio.

GASOLINE ENGINES FOR SALE.

50 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
20 H.P. Ohio.
12 H.P. Fairbanks Morse.
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

GASOLINE ENGINES FOR SALE.

1-6 HP Fairbanks	\$100.00
1-9 HP Foos	150.00
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1-15 HP Field-Brundage	300.00
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ENGINES AND BOILERS.

FOR SALE—One 25 H. P. boiler in good condition. Very cheap if sold soon. Clark Grain & Elevator Co., Argenta, Ill.

ATLAS STEAM OUTFIT, 10x12 Plain self-contained engine; 40x12 Atlas Boiler, H. P. 35, Engine 25. In good order. Theo. Sindt Grain Co., Lake Park, Ia

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ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

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SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

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SCALES for elevators and mills; low est prices. Chicago Scale Co., Chicago.

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SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

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WANTED—One stand 2 pair high, or a 3-roller mill 9"x18", corrugated, for corn shop and corn meal. New or second hand. Raymond & Son, Douglas, Kans.

MISCELLANEOUS WANTED.

WANTED TO BUY—Head pulleys, boots, rope sheaves and belt and buckets for 3 stands of 18x7 in. elevator legs. Address Friedline & Co., 512 Traders Bldg., Chicago, Ill.

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FOR SALE—1 36-in. French Stone Burr, in good condition. Cheap. Address J. H. Motz & Co., Brice, O.

FOR SALE—One stand Wilford No. 0.3 High Roller Feed Mill, in good order. Cheap. Spencer & Miller, Piqua, Ohio.

FOR SALE—One Monitor grain cleaner, size 5A. As good as new. Also one Fairbanks shipping scale cap. 200 lb. Farmers Elevator Co., Lisbon, Nor.h Dak.

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GRINDING MILLS, shop work only, at reduced prices. One 12 in. Munson Attrition Mill. One 24 in. Munson Attrition Mill. One 18 in. Munson Attrition Mill. Write for prices. The S. Howes Co., Silver Creek, N. Y.

FOR SALE—Three No. 2 Barnard & Leas Plansifters. Have used six years, but are in good condition. Will have to be re-clothed. Will make low price. Address Oklahoma City Mill & Eltr. Co., Oklahoma City, Okla.

MISCELLANEOUS FOR SALE.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

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BARGAIN—Atlas ¼ H.P. Water Motors. Will operate washing machines, sewing machines, ice cream freezers, dynamos, bench lathes and drills; grind knives, tools and skates; polish brass, silverware, etc. Can be attached to any house faucet, plain or threaded. Rust-proof and unbreakable. Price complete with emery wheel, pulley and 6 ft. of leather belt, \$1.50. With fan and guard, \$3.50. Send for description. Address Brooks Machine Co., 1202 Wilcox Ave., Chicago, Ill., Dept. G.

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Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

If Your Business

isn't worth advertising
advertise it for sale

MILLS FOR SALE.

FOR SALE—Alfalfa Mill. Write the Land & Power Co., Arkansas City, Kans.

ALFALFA MILL for sale, located in the heart of the alfalfa district, good location, plant in fine shape. Address Box 55, Whitewater, Kansas.

FLOUR AND FEED MILL located at Erskine, Polk County, Minnesota, on Soo Line and Great Northern railways. We have no use for this property. Want an offer. Schwab Bros., 520 Guaranty Bldg., Minneapolis, Minn.

EASTERN NEBRASKA MILL FOR SALE—New, 150 bbl., steam power, best wheat country, fine shipping facilities and home trade. Forced to sell. Worth \$25,000. Price \$15,000. Balance long time. Will lease. Address J. S. Ehrenberger, Schuyler, Nebr.

TWO HUNDRED AND FORTY BARREL MILL for sale. Elevator 50,000 bu. capacity in connection; water power; located in the Judith Basin, the greatest hard wheat country in the world; town of 4,500 inhabitants. If interested address Morton & Martin, Lewistown, Mont.

50-BBL. water and steam power grist mill for sale; up-to-date machinery, first class condition, both machinery and building, excellent location, good custom trade, plenty of wheat raised near mill. Property cost \$8,000; must be sacrificed and no reasonable offer will be refused; must be sold at once. NATIONAL INVESTMENT CO., 582 Brandeis Bldg., Omaha, Neb.

FOR SALE 400 barrel Spring Wheat Mill & Elevator in Minnesota. Strictly modern and up-to-date. Have long list of customers and mill running every day. Location in a city of 15,000 population. Three railroads. Will accept part cash and time paper from responsible parties for balance, or will make a trade for something we can handle. Address Minnesota, Box 6, Grain Dealers Journal, Chicago.

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MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

MISCELLANEOUS FOR SALE.

FOR SALE—One Abbott Check Punch, good condition, price \$10.00 at Cleveland. The Union Elevator Co., Cleveland, Ohio.

ONE 10x20 Sinker Davis. One 8x16 Atlas. One 12x24 Atlas. One No. 3 Invincible Clipper. One No. 4 Invincible Receiving Separator. Address J. A. Horn, Oklahoma City, Okla.

FOR SALE CHEAP

One large Niagara Dust Collector, No. 36, practically new. Write us for full particulars.

Michigan Milk & Food Products Co.
Elsie Michigan

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GRAIN DEALERS JOURNAL, CHICAGO

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KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, cleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

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Choice pure buckwheat flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

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HAY AND STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

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PROPOSALS FOR FORAGE AND STRAW—Chief Quartermaster's Office, Atlanta, Ga., June 25, 1909. SEALED PROPOSALS will be received here until 11:00 A. M., July 26, 1909, for furnishing corn, oats, bran, hay and straw at Atlanta, Ga. Forts Barrancas, Dade, DeSoto, and Key West Barracks, Fla. Ft. Caswell, N. C. Forts Fremont and Moultrie, S. C. Forts McPherson, Oglethorpe and Screven, Ga. Fort Morgan, Ala., and Jackson Barracks, La. Information furnished on application here or to Quartermaster at stations named. U. S. reserves the right to accept or reject any or all proposals, or any part thereof. Address G. G. Bailey, Major and Chief Quartermaster.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

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FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States Stevens-Scott Grain Co., Wichita, Kans.

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BAGS FOR SALE—Buy from first hands. We are manufacturers. The price will be interesting. Write today. Address Isbell-Brown Co., Lansing, Mich.

GRAIN WANTED.

NEW WHEAT and oats of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Philadelphia, Pa.

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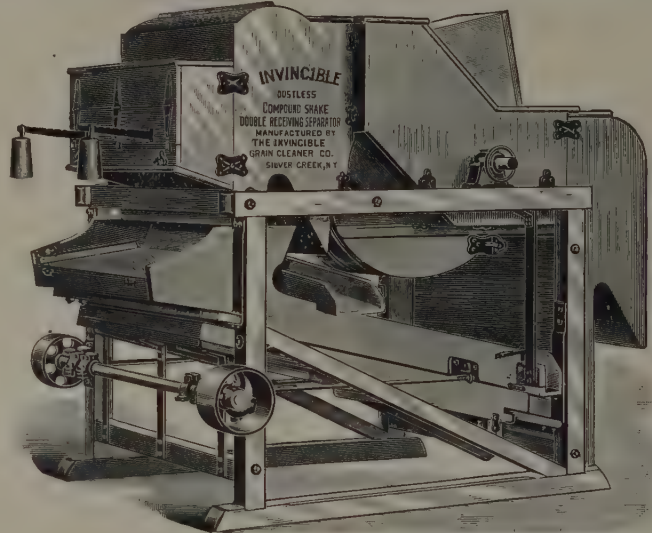
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The Invincible Compound-Shake Dustless Double Receiving Separator

Made in Eleven Sizes

Solid as a rock. — No vibration of the machine to jar the building or destroy its efficiency.

This separator has a large capacity, runs with small amount of power, and is the leader in its line. Put in this machine for cleaning and you will soon save enough on the grain to pay for the investment.



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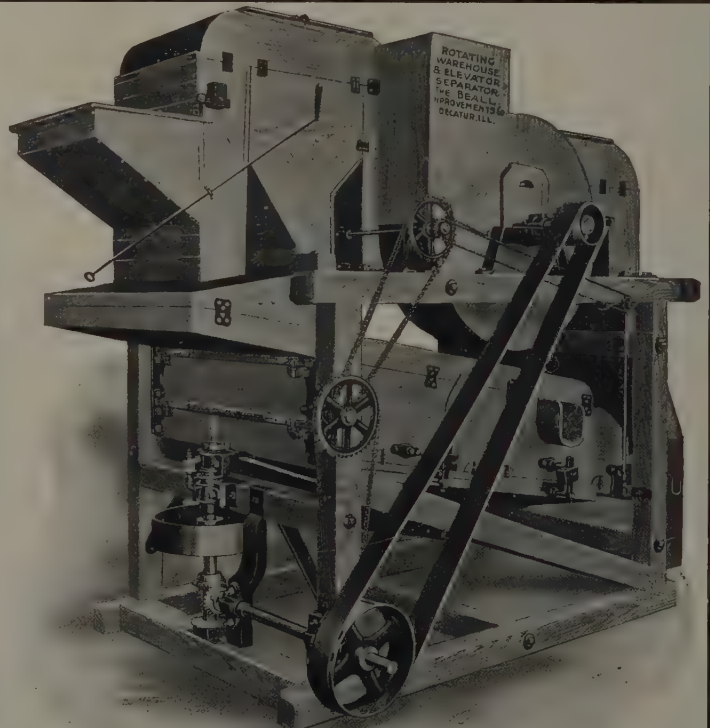
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"The Beall Rotating Warehouse and Elevator Separator we bought of you two years ago has run every day and most of the time night and day, and the machine has given us the very best satisfaction, and we will say that its capacity is something wonderful. Anyone who wishes to grade wheat for shipping purposes can regulate their suction so easy that it is an easy matter to make No. 2 wheat out of No. 3 or 4, where the valves are properly regulated. If I wanted to buy another warehouse separator I surely would buy a Beall."

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GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.
CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada and Mexico one year \$1.50; two years \$2.50.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 10, 1909.

IDAHO has established its right to be considered a grain state, the Governor having recently appointed a State Grain Commission to establish grades of grain and hay.

INTERURBAN electric lines of the middle states promise to transport more grain to market this year than any year before, and their help will be most welcome, especially if the car famine threatened materializes.

OCCUPATION TAXES as now assessed upon grain dealers in many different states have never been popular, and it is not surprising that the constitutionality of the Arkansas law is being put to the test in the courts.

YOU WILL know your scales are weighing correctly only by having them inspected. Few grain elevator men now start to handle a new crop without first having all their scales overhauled, which is surely a wise precaution.

THE HEAVY rain storms throughout the country this week have no doubt greatly injured the growing grain, so that the estimates made by the Agricultural Department July 1 cannot hope to be realized, altho bright, warm weather will no doubt erase much of the damage of the storm.

MANY NEW grain elevators are being erected in different parts of the country, and old ones are hastily being overhauled and improved to help in handling the large crop promised. One commendable feature of their equipment is the marked reduction of the manual labor needed to handle a given quantity of grain.

TELEPHONE CONTRACTS are being avoided as much as possible by track buyers, who lost heavily two years ago, because of shippers' inability to fill their sales of oats. It is but fair and proper that such contracts should be promptly confirmed in writing, then both parties thereto will know exactly what to expect.

UNIFORM RULES for inspection received another boost from the Illinois Association last month. The millers and grain dealers now seem to be united as to the advantages to be obtained through uniformity, and it is hoped they will do a little more vigorous work in behalf of uniformity and against McCumberism henceforth.

LOUISVILLE is the latest terminal market to be threatened with political inspection, the State Commissioner of Agriculture being now engaged in investigating his rights regarding the establishment of such a department. The recent friction and trouble at Kansas City, by reason of short accounts in the Kansas department, and the jealousy among the employees of the Missouri and Wisconsin departments, serves to emphasize the fact that the politicians are interested primarily in the fees, and care little regarding the service rendered.

CROP REPORTS were proposed at the recent meeting of the Illinois Ass'n, providing reporters would designate whether or not they were long or short on the market. While grain dealers who make blind reports to Crop Report Compilers may occasionally be biased by their interest in the market, and make reports not in keeping with conditions as seen by others, still those making reports over their own names can invariably be depended upon to report conditions exactly as they see them. No grain man is willing to have false statements circulated and credited to him.

FREE STORAGE is rapidly losing its hold on the country elevator man, all of whom seem to be against it and none are willing to tolerate it if they can avoid the practice. This method of encouraging the farmer to bring his grain to your elevator is out of date, and fails of the purpose for which it was originally instituted. Dealers who have attempted to win business through the instrumentality of free storage invariably agree that it has brot them more grief than business, and oftentimes has made it necessary for them to pay a higher price for grain stored than they could afford.

AUTOMATIC SCALES are being installed in many elevators throughout the country which heretofore have not used shipping scales, and no doubt the elevator operators will realize a satisfactory profit from their investment, because it will enable them to make claims for shortages in shipments which cannot be ignored by the railroad companies. Measurement of cars, loading lines and marked capacity have done much to mislead shippers in the past.

UNIFORM DEMURRAGE RULES are being sought by railroad commissions and car service associations. Several meetings have been held without anything being decided upon. If grain shippers desire their interests to be considered they must give voice to their views in a vigorous manner and prevent, if possible, their interests being ignored, as they were in the uniform B/L form. Read what Sec'y Courcier has to say in this number.

THE KANSAS CITY Board of Trade has little to say regarding rules for inspection of grain made in that market by the political inspection departments of the two states. If the Board did control the inspection, the trade could depend upon having inspection as reliable as the weights it now gets there. The reform effected thru the agency of the present weighing department are what might be expected from the Board, were it to gain control of the inspection of grain, as it should have.

SECY. WILSON has not recently devoted much time to denouncing high prices for wheat, but his special agent, M. H. Davis, an ex-miller, who is a bear by nature, continues to denounce the high prices paid farmers for wheat and claims that our high prices for wheat diminished our flour exports by over two million bbls. on the last crop. Some people might credit the Agricultural Department with persistently and perversely working in the interest of the foreign consumers, who are greatly in need of cheap breadstuffs, but the truth of the matter is the department is simply trying to defend its misleading crop reports.

TOLERATION FOR COMPETITORS is not all that is necessary in order to prevent unreasonable over-bidding at country stations. No sane farmer wants or expects a grain buyer to pay more for grain than he can well afford, but of course none will refuse to accept the highest price offered. Everytime a grain buyer pays more for grain than he can obtain for it, he convinces many farmers that the grain business offers many opportunities for making money other than in the straight buying and shipping of grain. Friendly relations among competitors invariably prevents dealers giving away their capital to their own future ruin.

FREIGHT AGENTS who refuse to recommend settlement of claims made by grain shippers until shippers have favored their lines with a number of shipments, are bull-dozers and should not be tolerated. Claims should be settled on their own merits, but if they are not settled, shippers should not continue to patronize the offending lines, if they can avoid it.

MIXING CORN CHOP with salt, without advising buyers, has resulted in a law-suit for damages, a Denver buyer having been assessed damages by a consumer. It is always more profitable and advantageous to mark mixtures plainly as to the percentage of ingredients, then no opportunity is left for misunderstanding and disputes, which are always irritating, expensive and destructive of future business relations.

CINCINNATI seems to be headquarters for bucket-shop sensations, the latest being found in an indictment of the Western Union Tel. Co., and W. H. Moorehead, who was able through the assistance of the telegraph company to operate a bucketshop. Nearly every bucketshop in Cincinnati has been raided and their furniture confiscated. Their persistence is surely worthy of a better cause. The telegraph company, as is clearly shown by recent disclosures at Minneapolis, is not always to blame for quotations being furnished bucketshop keepers, but the employees seem able and willing to profit largely by assisting the sharpers.

LARGE CARS do not seem to have many friends among the grain shippers of Illinois, and it is most certain that the small interior buyers of the East are greatly opposed to this small elevator on wheels. It is generally admitted that to place so large a quantity of grain in a car during the germination season greatly increases chances for the grain getting out of condition before it reaches destination. The interior retailers have not capital or warehouse facilities to accommodate shipments in large cars, unless bulk heads are built in, which is prohibited by the rules of many carriers and disliked by every buyer, because it is next to impossible to prevent mixing.

CORN promises to give a higher average yield per acre this year than for many years past. Few hills are vacant. In fact, the stand is so uniformly good, and the stalk has evidenced such a vigorous growth, that dealers and farmers everywhere are commenting upon the splendid prospects. This is due in a measure to the persistent campaign of the Agricultural Experiment Station professors who seem finally to have induced farmers to conduct germination tests before planting their corn. The careful selection of the seed; better preparation of the soil, and the favorable weather conditions have all contributed greatly to the improvement of King Corn's prospects.

UNIFORM INSPECTION rules have made a marked gain during the past month. The Illinois Railroad and Warehouse Commission has adopted a number of the rules drafted at the St. Louis meeting of the Grain Dealers' National Association. While this action on the part of the Illinois Commission is not near all that was desired or expected of it, still it is a step in the right direction, and the friends of uniformity are given hope that some day uniformity in all markets may become a fact.

THE READJUSTMENT of commissions for the sale of cash grain was considered by a meeting of delegates from different exchanges held yesterday in St. Louis. No definite action was taken; the attendance being small, but the existing conditions were discussed in an informal way. It seems very evident that abuses exist in some markets which could and should be remedied to the advantage and profit of shippers as well as receivers of other markets. Uniformity of Commission rules throughout the country may be impractical, but many improvements can be effected.

REINSPECTION OF GRAIN several days after its arrival at destination is unfair and unjust to the shipper. Settlement should always be made on a basis of inspection upon arrival. Few markets require seller to guarantee quality of his grain more than 24 hours. This is designed to permit the buyer to investigate the quality of his purchase and to learn whether or not the grain is up to the sample or grade by which he has purchased it. To allow a longer period for verifying quality is unfair to seller and requires him to guarantee the keeping quality of his grain, as well as to stand loss due to fluctuations in the market, until the buyer sees fit to reinspect and if he chooses, reject the grain he bot last week or last month. Twenty-four hours is enough for any market and shippers should protest against more being taken.

SOIL EXHAUSTION was the basis of one of the most interesting talks at the recent meeting of the Illinois dealers, and the expert from the State Experiment Station opened wide the eyes of many grain dealers who are also farm owners. All Agricultural Stations are now working to induce the farmers to give more study to the building up of their soil, in hope of maintaining the good yields now obtained. The learned Doctor pointed out with telling effect to the barren fields of the South Atlantic States, where worthless commercial fertilizers have been used so extensively many farms now yield little more than what is necessary to pay the taxes. All those attending the Tuesday afternoon session were deeply impressed by the Doctor's statements and no doubt his words will be repeated to many careless farmers throughout the State. The more assistance the country elevator operator is able to give the farmer in his problems, the more likely is the grain dealer to increase the quantity of grain handled at his station.

LEAKING CARS will soon be very numerous and we trust that all grain dealers will make a point of sending us the essential facts regarding each car they see leaking grain, by first mail, so that same can be published in our department devoted to Leaking Car reports, and thus assist other shippers in proving their claim for shortage a just one. Several new leaks are reported at top of "Leaky Car Reports" column this number.

THE BURNING of another iron clad elevator is reported in our Kansas news column this number, but the owner clearly specifies that there was no connection between the iron siding and the ground, the heavy concrete foundation preventing the iron being used to conduct the electrical currents into the ground. It is maintained by lightning rod experts that where an elevator is covered with iron, and the iron is extended into the ground about the sides of the building, it will never be struck by lightning, because the iron forms a perfect conductor for the electric currents which continually pass between Heaven and earth.

SOME OHIO dealers in their eagerness to capture the lion's share of the new oats crop, are actually contracting new oats at 40c per bu. Elevator men who contracted oats two years ago and failed to take written contracts, had to stand between the farmer and the buyer to whom they sold, with the result that many shippers suffered heavy losses; some because they did not have written contracts with the farmer from whom they bot, and others did not have the nerve to insist on a fulfillment of the contract by farmers who sold. Verbal contracts with some farmers may be all right, but the only safe plan is to insist upon written contracts with all, then will a shipper be protected against losses if he sees fit to sell the grain before it is delivered.

CARRIERS MUST FURNISH CAR DOORS.

Reparation for car door lumber is being sought by an ever increasing number of shippers who find the grain carriers stubbornly refusing to place their cars in condition to receive grain for transportation. The courts have decided time and again that the carrier must supply grain doors and some have gone farther and insisted that the cars be so well coopered as to insure the transportation of grain to destination without leakage.

In this number are published a number of decisions of the Interstate Commerce Commission ordering reparation for money and labor required to place cars in condition to receive grain. It is unfair and unreasonable for carriers to ask or expect shippers to provide grain doors and it would seem short sighted policy on their part to neglect or refuse to supply such doors. We have not yet heard of a single instance in which shipper was unable to obtain reimbursement for money expended for doors. We feel certain that neither the courts nor the railroad commissions will refuse to support the shippers in their demands for reparation for money so expended.

New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

GRAIN AND GRAIN PRODUCTS.

C Gt W, barley and rye, from Cannon Falls, Minn., to Peoria, Ill., 14½¢; effective July 21.

C C C & St. L, grain, grain products, from Indianapolis, Ind., to Attica, Ind., 6½¢; effective July 28.

C Gt W, corn and oats, from St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn., to Waukegan, Ill., 7½¢; effective July 21.

Ill Cent, barley, corn, oats, rye, 10½¢; wheat, 11½¢, from East St. Louis, Ill., and St. Louis, Mo., to shipside New Orleans, La., for export; effective July 31.

Wabash (when from south side of Mississippi River), from De Witt, Mo., to St. Louis, Mo., 6¢; effective, state, July 5; interstate, July 26.

C M & St. P, corn, oats, rye or barley, from St. Paul, Minneapolis, Minnesota Transfer, Minn. (from beyond), to Kewau-nee, Wis., 7½¢; effective July 29.

C & N W, grain and grain products, from La Crosse, Wis., to Chicago, Provisto, Hunting Avenue, Chicago, Highlands, Ill., Whitelaw and New London Junction, Wis., 10¢; effective, state, July 3; interstate, July 26.

C Gt W, grain, from St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn. (on shipments originating west of Mississippi River), to Memphis, Tenn., wheat, 20¢; barley, corn, oats, rye and grain or flaxseed screenings, 17¢; effective July 21.

Cumb Gap Desp Routes, grain and grain products, from Louisville, Ky. (on business coming from Owensboro, Henderson and Hawesville, Ky.), to Virginia cities, also Salem, Va., and stations on Norfolk & West coast of Salem taking Norfolk, Va., rates, 10¢; effective Aug. 1.

C Gt W, corn, oats, rye, barley, speltz, flaxseed, flaxseed hulls, millet seed, grain screenings and flaxseed screenings, from St. Paul, South St. Paul, Minneapolis, Minnesota Transfer and Winona, Minn., to St. Louis, Mo., and East St. Louis, Ill., 10½¢; rate to East St. Louis may be cleaned in transit at Des Moines, Ia.; effective July 31.

C C C & St. L, Sup 3 to ICC No 4581, grain and grain products, from Cleveland, O., to points in C F A territory; effective Aug. 2.

C P & St L of Ill, ICC No 688, grain, between stations on C P & St L of Ill; effective, state, June 24; interstate, July 26.

C I & L, Sup 1 to ICC No 2163, grain and grain products, from stations on C I & L to Cincinnati, O.; effective July 24.

Ill Cent, ICC No A7521, wheat, from stations on Ill Cent in Illinois to Ill Cent milling stations in southern Illinois; effective July 31.

Hocking V, Sup 5 to ICC No 1168, grain and grain products, from all stations on Hocking V to Virginia common points; effective July 26.

B & O, Sup 4 to ICC No 8394, grain and grain products, from stations on B & O to points in C F A territory; effective, state, July 7; interstate, July 27.

C B & O, ICC No 5633, grain, from stations on C B & O to Cincinnati, O., Jeffersonville, Ind., Louisville, Ky., and Albany, Ind.; effective July 26.

C C C & St. L, Sup 2 to ICC No 4657, grain and grain products, from Toledo, O., and stations on Toledo Term to points in C F A territory; effective July 31.

Wabash, Sup 7 to ICC No 480, corn and oats, from Council Bluffs, Des Moines, Ia., and Omaha, Neb., to Louisiana and Arkansas points; effective July 31.

C C C & St. L, ICC No 4843, grain and grain products, from stations on C C C & St. L in Illinois and Missouri to points in Illinois, Indiana and Wisconsin; effective, state, July 14; interstate, Aug. 2.

Chi C & L, Sup 1 to ICC No 574, grain and grain products, from Chicago, Ill., and Hammond, Ind., to points in C F A territory; effective July 30.

C I & L, Sup 8 to ICC No 917, grain and grain products, from Chicago, Ill., South Bend, Kentland and Danville, Ind., to points in Indiana and Ohio; effective July 25.

C C C & St. L, Sup 3 to ICC No 3818, grain and grain products, from Colfax, Crawfordville and Terre Haute, Ind., to points in Michigan; effective July 28.

C Gt W, Amend 16 to ICC No 3897, grain, grain products, seeds, between Kansas City, St. Joseph, Mo., and Leavenworth, Kan., and Sioux City, Ia.; effective July 24.

C P & St. L, ICC No 687, grain, grain products, from stations on C P & St. L to points in Illinois, Indiana, Kentucky and Ohio; effective, state, June 24; interstate, July 26.

Wabash, Sup 3 to ICC No 1329, grain, grain products, between Kansas City, Mo., Omaha, South Omaha, Neb., and Council Bluffs, La., and stations in Missouri and Iowa; effective July 31.

Ann Arbor, Sup 1 to ICC No A86, grain and grain products, from Manitowoc, Kewau-nee, Wis., Manistiquie, Mich., to points in Indiana, Michigan, Kentucky and Ohio; effective, state, July 6; interstate, July 26.

C I & L, Sup 2 to ICC No 2006, grain, grain products, from Chicago, Englewood, Pullman Junction, Burnham, Ill., and Hammond, Ind., to points in C F A territory; effective, state, July 6; interstate, July 26.

C R I & P, Sup 40 to ICC No C7692, grain and grain products, millet seed and hay, between St. Louis, Mo., East St. Louis, Alton, Quincy and Hannibal and common points and stations on C R I & P; effective Aug. 7.

C & A, Sup 29 to ICC No. 1681, grain, grain products, from East Louisiana, Ill. (when from beyond), to Atlantic seaboard, interior, Canadian and western termini points; effective July 31.

L & N, Amend 6 to ICC No A7140, grain, from stations on L & N and stations on Louisville & Atlantic to points in Illinois, Kentucky, Tennessee, Ohio and Alabama; effective, state, July 7; interstate, July 29.

C C C & St. L, Sup 9 to ICC No 4524, grain, grain products, from Peoria, Pekin, Chicago, Kankakee, Alton, East St. Louis, Ill., and St. Louis, Mo., to points in Ohio, Kentucky and Indiana; effective July 21.

C C C & St. L, Sup 1 to ICC No 4666, grain and grain products, from Dayton, Osborn and Springfield, O., to points in Illinois, Indiana, Kentucky, Michigan, Missouri, Pennsylvania and West Virginia; effective July 30.

B & O S W, Sup 8 to ICC No 6258, grain and grain products, from Cincinnati, O., Louisville, Ky., St. Louis, Mo., and other stations on B & O S W to Boston, New York, Philadelphia and Baltimore and other interior and eastern basing points; effective July 27.

C C C & St. L, Sup 17 to ICC No 3443, grain and grain products, from Cincinnati, O., to points in C F A territory; list of articles taking grain and grain product rates and minimum weights to be applied; effective July 30.

St L & S F, Sup 45 to ICC No 5590, grain and grain products, between points on St L & S F and connections and stations in Arkansas, Illinois, Iowa, Louisiana, Minnesota, Mississippi, Missouri, Nebraska and Tennessee; effective July 27.

C C C & St. L, ICC No 4834, grain and grain products, from stations on C C C & St. L to Aurora, Ind., Chicago, Ill., Cincinnati, Cleveland, O., Detroit, Mich., Fostoria, O., Jeffersonville, Ind., Lawrenceburg, Ind., Louisville, Ky., Sandusky and Toledo, O.; effective, state, June 24; interstate, July 7.

O R & N, Sup 1 to ICC No 1435, barley, flaxseed, oats, rye and wheat, from stations on O R & N and connections to points in Colorado, Kansas, Nebraska, Missouri, Minnesota, Wisconsin, Iowa, Illinois, North and South Dakota; suspension of lake navigation; effective July 10.

C Gt W, ICC No. 4601, wheat from St. Paul, South St. Paul, Minneapolis and Minnesota Transfer to Green Bay and Kewau-nee, Wis.; 10¢; effective July 21.

A T & S F, Sup 29 to ICC No 4032, grain, grain products, seeds and broomcorn, between points in Kansas, Colorado (east of Colorado common points) and Oklahoma; also Superior, Neb., and Missouri and Mississippi River points and Chicago and Peoria, Ill.; also corn and articles taking same rates from stations in Kansas, Oklahoma and Superior, Neb., to stations in Colorado; effective July 30.

C R I & P, Sup 29 to ICC No C7979, grain, grain products, broomcorn and seeds, between Missouri River points and stations in Kansas, Nebraska, Colorado and Oklahoma; also between stations in Kansas and Nebraska and stations in Colorado; effective July 21.

EXPORT.

St L & S F, Sup. 45 to ICC No 5590, grain and grain products, from stations on St L & S F and connections to New Orleans, La., and Galveston, Tex., for export; effective July 27.

C R I & P, Sup 3 to ICC No C8646, grain, grain products and broomcorn, from points on C R I & P to Galveston, Port Chalmette, Algiers, Gretna, La., and Mobile, Ala., for export; effective Aug. 1.

C B & Q, Sup 1 to ICC No 9555, grain and grain products, from stations in Kansas and Nebraska on C B & Q to ports in Texas, Louisiana, Florida, Alabama and Mississippi, for export; effective Aug. 1.

C R I & P, Sup 2 to ICC No C8646, grain and grain products and broomcorn, from stations in Colorado, Kansas, Missouri, Nebraska and Oklahoma, also Council Bluffs, Ia., to points in Texas, Louisiana and Alabama, when for export; effective July 31.

Buff & Susq, Sup 1 to ICC No 1684, grain and grain products, from Buffalo and Bladell, N. Y., to Baltimore, Md., Boston, Boston Junction, East Boston, Mystic Wharfs, Mass., New York, N. Y., and Philadelphia, Pa., for export, 9½¢; oil cake, C L, from same points to same points, 8½¢, for export; effective July 23.

ELEVATION AND TRANSIT.

Grand Trunk, ICC No A1282, grain, rules governing allowances for transfer; effective Aug. 5.

C & O, ICC No 4662, rates, rules and regulations governing the handling of grain at C & O elevator, Richmond, Va.; effective July 26.

Erie, ICC No A4086, rules governing the handling of grain at Buffalo, N. Y., when for elevation, reconsignment, transfer or local delivery; effective July 26.

Mo. Pac, ICC No A1060, R R No Elevation Charges 201M, rules governing elevation charges on grain and seed, C L transferred through elevators located at points in Nebraska, Iowa, Kansas, Missouri and Illinois; effective Aug. 6.

Gt Nor, ICC No A3030, wheat, milled in transit at Anokwa, Minn., from Duluth, Minn., Superior, Wis., to Chicago, Ill.; effective July 26.

C C C & St. L, ICC No 4824, allowance for transfer of grain at East St. Louis, Granite City, Ill., St. Louis, Mo., and Venice, Ill., when destined to southeastern or Carolina territory; effective July 27.

C R I & P, Sup 1 to ICC No C8636, grain, grain products or seeds, cleaned, milled, malted, manufactured, shelled or mixed at points on C R I & P, St L K C & C; effective Aug. 6.

M & O, ICC No A439, grain and hay, cleaned, clipped, graded, inspected, milled, mixed, sacked, shelled, stored or weighed, at Cairo, Ill., and reshipped to points in south and southeast; effective July 21.

C C C & St. L, ICC No 4822 allowances for transfer of grain at Champaign, Chicago, Kankakee, Pekin, Paris, Shelbyville, Ill., Cincinnati, Tiffin and Toledo, O., Indianapolis and Terre Haute, Ind.; effective, state, July 7; interstate, July 27.

W T L Com, Amend 15 to ICC No 771, list of milling in transit stations in Illinois, Iowa, Minnesota, South Dakota and Wisconsin applying on shipments of wheat or rye products and barley products destined to points east of Illinois-Indiana state line and rate points; effective Aug. 1.

Cin L & N, Sup 1 to ICC No 105, rules for the adjustment of expense for grain doors, cancel; see ICC 134; effective July 26.

C C C & St. L, ICC No 4835, rules governing charges and settlement of expenses for grain doors at points on C C C & St. L; effective, state, July 6; interstate, July 26.

C H & D, ICC No 2292, rules governing reconsignment of grain handled through elevators within Cincinnati switching limits to points within Cincinnati switching limits; effective, state, July 10; interstate, July 31.

Letters

From Dealers

(Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.)

PROPER METHOD FOR FILING CLAIMS.

Editor Grain Dealers Journal: After the adjournment of the Illinois Grain Dealers Convention held in Peoria last week, many expressed regret at the lack of time to discuss the Freight Claim proposition more in detail, and a number suggested that I should reduce in writing the plan followed by our company in filing claims, which I have done.

In the first place, one should be sure that their claim is just, that their scales are correct and were weighing accurately when the grain was weighed and loaded. Probably many grain dealers do not give their scales the attention they should, and as a result shortages apparently exist, tho not in reality, due to the fact that the loading scales are not correct. We have our scales tested by an expert at least once every four months, and in some cases more frequently than this.

In the second place, do not delay filing claims. As soon as you receive returns on shipments and are advised of the shortage, proceed at once to file claim. If the shortage actually exists, you are entitled to your pay, just as tho there was a balance due you on the shipment, which no doubt you would ask the consignee to remit you if he had not previously done so. Our policy is invariably to file claims with as little delay as possible, and in preparing the claim we use a regular printed form, copy of which is reproduced herewith, giving our claim number, date, station from which the shipment was made, date of shipment, destination, date of arrival, original car number and initial, and transfer number if the car was transferred, then go into detail with reference to the actual pounds loaded, kind of grain, pounds we received

pay for and the actual shortage, if any. If the claim is for misgrading account delay, we go into the same detail, pounds, kind of grain and grade loaded, price at which same was originally sold and credit this shipment with the returns as received.

We attach certificate of weight of loading station, certificate of weight and inspection of consignee, certified invoice of the shipment, certified copy of the account sales, duplicate bill of lading and expense bill; also, any correspondence which may have passed between us and our station loading or consignee bearing on the shortage or misgrading. In fact, we endeavor with the claim as originally filed to attach all information which the railroad people could possibly ask for, and in doing this we save considerable time, for if the Claim Department has to come back at us and ask for additional information, it means quite a delay.

Our form also requests that the Claim Department of the road against which the claim is filed shall promptly notify us of their number, which is noted on our claim record.

It is not our policy to file claims for nominal shortages or other losses, the minimum amount being \$2.00 per car, we giving the railroad people the benefit of anything under that amount.

As a result of the above policy and care taken in filing our claims, we have very small per cent of claims rejected or compromised, believing that if our claim is correct, it should be paid in full.

Our experience has been that the Illinois Central Road has been more prompt in paying their claims than any other road with whom we have dealings. We only wish we could say the same of the Wabash, Vandalia and Lake Erie.

I only regret that it was not possible to discuss this matter more thoroly and bring out points that were not fully brot out by the representative of the Illinois Centrol road, who was visibly embarrassed and had reasons to be, for his position was similar to that of an attorney defending a negro for some crime—the judge, jury and people were against him. Under these conditions one is certainly handicapped.

In conclusion, permit us to suggest that the railroad people undoubtedly are called upon to pay and do pay more unjust claims than they reject just claims. Be

reasonable and honorable in filing your claims. Treat the Claim Department in a business-like manner. Avoid attorneys and handle your claims yourself and we believe that you will secure satisfactory results by following the above suggestions.—W. L. Shellabarger, Sec'y Shellabarger Elevator Co., Decatur, Ill.

A SLOW RAILROAD AND A SLOW CLAIM AGENT AN EXASPERATING COMBINATION.

Grain Dealers Journal: We wish to to call attention to a claim that was refused by the Canadian Pacific Despatch. It seems to us that the grain shippers of the country should know of this, as it will surely profit them to avoid a route that delays shipments so long as this was delayed, and then refuses to pay the loss caused by negligence.

The claim was as follows: On Jan. 29, 1903, R. B. Gordin of So. Solon, O., shipped for us ear of corn PRR 77959 to our order notify The Paris Flouring Co., Brunswick, Me., via Canadian Pacific Despatch. The car arrived at Portland, Me., on Mar. 6, 1903, in very bad condition, after being out 36 days, about three times as long as it should have been.

We were delayed in getting the proper papers together, and on that account were not able to present claim until June 15, 1904. Claim was made on that date on the Canadian Pacific Despatch and sent to W. R. Haldane, D. F. A., Detroit, Mich., for the amount of our loss, \$299.86. The claim moved through the usual channels until it was referred to the late F. W. Salisbury, D. F. & P. A., Pittsburg, Pa. We traced the claim frequently after this asking for settlement or the return of the papers, with the result that we only secured some very diplomatic letters postponing the settlement from Mr. Salisbury.

In Oct., 1905, we finally secured return of papers and placed the claim in the hands of the Claim Bureau of the Ohio Grain Dealers Ass'n with the result that we had some more letters from Mr. Salisbury and a visit from his assistant, Mr. Hunt. The claim was finally declined on Nov. 16, 1907.

In the meantime the Detroit Southern Railroad Co. on which the shipment originated had passed through the hands of a receiver and we were consequently

Railroad Co., Dr.

No. _____

TO SHELLABARGER ELEVATOR CO.

Decatur, Ill., _____ 190_____

Shipment from _____ To _____

Date _____ Car _____

ATTACHED

Duplicate Invoice
Paid Expense Bill
Certificate of Weight
Certificate of Inspection
Correspondence

Please Give Us Your Claim Number

SHELLABARGER ELEVATOR CO.

Form for Filing Claim with Railroad Company.

left without any one to bring legal action against, and it looks now as if the handling of the claim was purposely drawn out with the idea of tiring us out. Yours truly, The Seeds Grain & Hay Co., Columbus, O.

ON WATCH FOR CARS LEAKING GRAIN.

Grain Dealers Journal: I have issued instructions to my men to keep a watch on all trains for cars leaking grain and have tools handy to make temporary repairs and report to the agent and the train crew in charge.

Think that your system of reporting grain car leaks in your columns will eventually be the leading influence in reducing losses in transit. Make the train crews set out bad order loads. When our loaders see the report in the journal it shows up to their disadvantage. Of course all leaks do not signify careless cooping, but a very large percentage do. Yours truly, John Lawson, Redmon, Ill.

SPECIAL CHECK RELIEVES BUYER OF LIABILITY FOR TENANT'S RENT.

Grain Dealers Journal: There seems to be an impression abroad among grain dealers, that a landlord can permit his tenant to sell his grain crops and skip out without paying rent, and then collect the rent of the grain dealer who bought the grain from the tenant, notwithstanding landlord made no effort to warn grain dealer of lien on the grain.

I feel certain it will be of interest to your many readers to know that this is not the case. I had an experience of this kind recently which came to trial at the June term of court, and I secured a favorable verdict.

The only case ever brot to the attention of the Illinois Supreme Court, in which these points were involved, was reported in the 136th Illinois Supreme Court, page 573. In this case the Supreme Court decided that a bona fide purchase of the grain from the tenant, without notice from the landlord of lien thereon for unpaid rent, or without information which would place buyer on inquiry, he could not be held liable to the landlord for its value in a personal action. The principle upon which a grain buyer may be held liable rests solely on fraud, and a landlord must prove collusion between grain buyer and tenant in an effort to defraud him of rent due, in cases where he has not notified the grain buyer.

In order to be able to prove no collusion between himself and tenant, I always

pay tenant for grain sold me with a check (which is reproduced herewith). By endorsing the check the tenant voluntarily declares the grain free from all liens.

If any buyer has a better plan for avoiding lawsuits and the payment of tenant's rent, I would be pleased to know of it.—H. G. Smith, Triumph, Ill.

KANSAS CITY BOARD OF TRADE WEIGHTS ARE CORRECT.

Grain Dealers Journal: Referring to a resolution passed by the Texas Grain Dealers Ass'n as reported in your issue of June 10th, I would thank you to publish my letter addressed to President H. B. Dorsey, copy of which you will find herewith. Yours very truly, E. D. Bigelow, Sec. Board of Trade, Kansas City, Mo.

Kansas City, Mo., June 10th, 1909.
Mr. H. B. Dorsey, Pres.
Texas Grain Dealers Ass'n,
Ft. Worth, Tex.

Dear Sir:—
I find in your circular letter under date of June 5th, the following resolution adopted at your annual meeting:

"RESOLVED, That it is the sense of this convention that the Kansas City weights and grades are not fair, just or honest, and especially does this apply to Kansas City grades or more especially to Kansas City grades of two red wheat."

In regard to the Kansas City weights, I state without hesitancy or qualification that this Board has an organization in its Weight Bureau that is not surpassed by any in the country and its weights are recognized by the trade generally as equal to any and superior to many terminal markets.

As to grades, as you are aware, we have to submit to State inspection both in Kansas and Missouri and we often have just cause for complaint. We have a firstclass Sampling Department, the Chief Sampler an experienced grain man. Many sales are made by sample subject to the acceptance of the Chief Sampler. This mode of trading is meeting with great favor and buyers are increasingly making use of this Department.

I remain,
Yours, very truly,
(Signed) E. D. Bigelow, Secretary.

The May deal having ended and the price of wheat obstinately remaining above \$1, Sec'y of Agri. Wilson has just found a new reason for the high prices, which is that "The owners of thousands of acres of valuable and fertile farm lands can not hire labor. Boys who are raised on farms in the United States leave them as soon as they attain certain ages and take either to the life of cities, or to forestry, mining or other industries, because the hours of labor on the farm are so much longer than in any other occupation. Prices of grains and vegetables, therefore, are bound to be high, and, of course, with these staples selling at high prices the value of meats is thereby raised."

New Rules for Grading Wheat at Chicago.

At a recent hearing by the Illinois Railroad and Warehouse Commissioners it was decided to adopt rules for grading wheat approximating those established by the Grain Dealers National Ass'n at St. Louis, in October, 1908.

For white winter wheat the uniform rules of the Grain Dealers National Ass'n were adopted, except weight of No. 2 is made 57 instead of 56.

The clause in the uniform rule for white spring wheat "shall contain not more than 5 per cent of red spring wheat," is stricken out.

In the rules for Nos. 2, 3 and 4 red winter wheat the specification that the admixture may be No. 2, No. 3 and No. 4 white winter wheat is omitted.

In the rules for hard winter wheat a clause was inserted in the uniform rule, "shall contain not more than 25 per cent of red winter wheat."

The new rules, which will go into effect July 30, are as follows, the additions to the phraseology of the uniform grades of the Grain Dealers National Ass'n being shown in bold-face type:

WHITE WINTER WHEAT.

No. 1 White Winter Wheat shall include all varieties of pure soft white winter wheat, sound, plump, dry, sweet and clean, and weigh not less than 58 lbs. to the measured bushel.

No. 2 White Winter Wheat shall include all varieties of soft white winter wheat, dry, sound and clean, and shall not contain more than 8 per cent. of soft red winter wheat, and weigh not less than 57 lbs. to the measured bushel.

No. 3 White Winter Wheat shall include all varieties of soft white winter wheat. It may contain 5 per cent. of damaged grains other than skin-burnt wheat, and may contain 10 per cent. of soft red winter wheat, and weigh not less than 53 lbs. to the measured bushel.

No. 4 White Winter Wheat shall include all varieties of soft white winter wheat not fit for a higher grade in consequence of being poor quality, damp, musty or dirty, and shall not contain more than 10 per cent. of soft red winter wheat, and weigh not less than 50 lbs. to the measured bushel.

RED WINTER WHEAT.

No. 1 Red Winter Wheat shall be pure soft red winter wheat of both light and dark colors, sound, sweet, plump and well cleaned, and weigh not less than 60 lbs. to the measured bushel.

No. 2 Red Winter Wheat shall be soft red winter wheat of both light and dark colors, sound, sweet and clean, shall not contain more than 5 per cent. of white winter wheat, and weigh not less than 58 lbs. to the measured bushel.

No. 3 Red Winter Wheat shall be sound, soft red winter wheat not clean or plump enough for No. 2, shall not contain more than 8 per cent of white winter wheat, and

H. G. SMITH,
Grain Dealer, Triumph, Illinois.

No.	TRIUMPH, ILL.		190
BOUGHT OF			
Grower,			
Net Bushels	Grade	Grain	
At	per bushel. \$		
H. G. SMITH,			
Per FIRST NATIONAL BANK, Agents.			
RECEIVED OF H. G. SMITH			
DOLLARS,			
in payment of above Grain, upon the express representation by the undersigned that the above mentioned Grain is not subject to any landlord's lien or chattel mortgage.			
Payable at FIRST NATIONAL BANK, TRIUMPH, ILLINOIS.			
GROWER.			

weigh not less than 55 lbs. to the measured bushel.

No. 4 Red Winter Wheat shall be soft red winter wheat, shall contain not more than 8 per cent of white winter wheat. It may be damp, musty or dirty, but must be cool, and weigh not less than 50 lbs. to the measured bushel.

HARD WINTER WHEAT.

No. 1 Hard Winter Wheat shall include all varieties of pure, hard winter wheat, sound, plump, dry, sweet and well cleaned, and weigh not less than 61 lbs. to the measured bushel.

No. 2 Hard Winter Wheat shall include all varieties of hard winter wheat of both light and dark colors, dry, sound, sweet and clean, and weigh not less than 59 lbs. to the measured bushel, and shall contain not more than 25% of red winter wheat.

No. 3 Hard Winter Wheat shall include all varieties of hard winter wheat of both light and dark colors, not clean or plump enough for No. 2, and weigh not less than 56 lbs. to the measured bushel, and shall contain not more than 25% of red winter wheat.

No. 4 Hard Winter Wheat shall include all varieties of hard winter wheat of both light and dark colors. It may be damp, musty or dirty, and weigh not less than 50 lbs. to the measured bushel, and shall contain not more than 25% of red winter wheat.

SPRING WHEAT.

White Spring Wheat.—The grades of Nos. 1, 2, 3 and 4 white spring wheat shall correspond with the grades of Nos. 1, 2, 3 and 4 spring wheat, except that they shall be of the white variety.

MIXED WHEAT.

Mixed Wheat.—In case of an appreciable mixture of hard and soft wheat, red and white wheat, (except as provided in the rule for hard winter, red winter, and white winter wheat), durum and spring wheat, any of them with each other, it shall be graded according to the quality thereof, and the kind of wheat predominating, shall be classed as No. 1, 2, 3 or 4 mixed wheat, and the inspector shall make notation describing its character.

Kaffir and Milo - Maize Grades Established.

The Illinois Railroad and Warehouse Commission has established the following rules for grading milo-maize and kaffir corn, effective July 30 at Chicago:

MILO-MAIZE.

No. 1 Milo-Maize—Shall be mixed milo-maize of choice quality, sound, dry and well cleaned.

No. 2 Milo-Maize—Shall be mixed milo-maize, sound, dry and clean.

No. 3 Milo Maize—Shall be mixed milo-maize, not dry, clean or sound enough for No. 2.

No. 4 Milo-Maize—Shall include all mixed milo-maize that is badly damaged, damp, musty or very dirty.

Milo-maize that is wet or in heating condition shall not be graded.

KAFFIR CORN.

No. 1 White—Shall be pure white kaffir corn of choice quality, sound, dry and well cleaned.

No. 2 White—Shall be seven-eighths white kaffir corn, sound, dry and clean.

No. 3 White—Shall be seven-eighths white kaffir corn, not dry clean or sound enough for No. 2.

No. 4 White—Shall be seven-eighths white kaffir corn that is badly damaged, damp, musty or very dirty.

No. 1 Red—Shall be pure red kaffir corn of choice quality, sound, dry and well cleaned.

No. 2 Red—Shall be seven-eighths red kaffir corn, sound, dry and clean.

No. 3 Red—Shall be seven-eighths red kaffir corn, not dry clean or sound enough for No. 2.

No. 4 Red—Shall be seven-eighths red kaffir corn that is badly damaged, damp, musty or very dirty.

No. 1 Kaffir Corn—Shall be mixed kaffir corn of choice quality, sound, dry and well cleaned.

No. 2 Kaffir Corn—Shall be mixed kaffir corn, sound, dry and clean.

No. 3 Kaffir Corn—Shall be mixed kaffir corn, not dry clean or sound enough for No. 2.

No. 4 Kaffir Corn—Shall include all mixed kaffir corn that is badly damaged, damp, musty or very dirty.

Kaffir corn that is wet or in heating condition shall not be graded.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Media, Ill., July 7.—Having heavy rains, and wheat is going down dead ripe.—W. W. Day & Co.

Bardolph, Ill., July 5.—We have fine prospects for wheat, corn and oats here so far. Wheat is now ready to cut, but it is raining today.—A. D. Stanford.

St. Joseph, Ill., July 3.—The oats crop will not be as large as was predicted, but present prospects indicate an average crop. Corn looks fine and will all be laid by this coming week. About all the surplus grain and oats have been put on the market and no grain is now moving.—A. V. Hedge.

Pontiac, Ill., July 2.—Advices from 408 stations over all Illinois north of Vandalia Railroad, St. Louis to Terre Haute, are as follows: Wheat; 331 stations report an acreage of 101.14% compared with last year. This will add 26,493 acres to last year's acreage; 330 stations report present condition at 98.31% as compared with an average crop; 237 stations report weather favorable, 87 unfavorable; practically no old wheat reported in the state. Corn; 412 stations report an acreage of 105.61% compared with last year. This will add 530,145 acres to last year's acreage; 412 stations report present condition at 104.83% compared with an average crop; 357 stations report 14.63% of last year's crop remaining to be shipped, which makes 43,688,000 bus.; 316 stations report weather favorable, 75 unfavorable. Oats; 411 stations report an acreage of 100.71% compared with last year's acreage. This will add 31,570 acres to last year's acreage; 410 stations report present condition at 103.90% compared with an average crop; 98 stations report 3.65% of last year's crop remaining to be shipped, which would indicate 3,441,950 bus. (Of 411 reports on oats, only 58 reported any old oats remaining on hand from last year's crop); 250 stations report weather favorable, 141 unfavorable. (Unfavorable weather reports were all from too much rain and too hot).—S. W. Strong, Sec. Illinois Grain Dealers Ass'n.

Springfield, Ill., July 2.—An increase of 57% is reported in the area devoted to corn, compared with 1908. Northern Illinois reports an increase in area of 4% and the southern division of the state 9%. The June condition of corn is 17 points better than a year ago, being reported as 93% of normal in northern Illinois, 90% in central Illinois and 92% in the southern division of the state. Too much rain in many of the counties in the central and southern divisions prevented proper cultivation, and fields are reported as weedy. Cut, wire and grub worms, root lice and ants have injured corn in many counties of the state. The earliest appearance of corn in the ground this year was April 1, which date was reported from Saline County, but most of the corn made its appearance above ground from May 1 to 5. The quality of seed corn is reported as 100% of normal in northern Illinois, 101% in central Illinois and 98% in the southern division of the state. The June 20 condition of winter wheat in northern Illinois is reported as 91%, in central Illinois 90% and in southern Illinois 92%, an average condition of 91%, an increase of 8 points over the May 1 condition. Spot is reported from Morgan and Tazewell counties, and some grub bugs from Knox and Randolph. Edwards, Monroe, White and Randolph counties report Hessian fly in wheat and Lawrence county reports joint worms and Gallatin county a green lice in wheat. Chinch bugs are reported from Clinton and Washington counties.—Illinois State Board of Agriculture.

INDIANA.

Royal Center, Ind., July 5.—Wheat harvest just commenced; crop good. Corn and oats look fine.—W. G. Sweet.

Flora, Ind., July 1.—Some complaint of scab and jointworm in wheat; otherwise corn, oats and wheat look fair for an average crop.—Harry Catron.

Frankton, Ind., July 3.—Farmers are cutting wheat today. Harvest will be in full swing by next week. Farmers report considerable light wheat may yet head, not filled out. Yield will be lower than expected.—E. A. Feight, mgr. Frankton Grain Co.

Mellott, Ind., July 3.—Crop prospects for corn and oats were never better in this locality at this time of year. No old corn to speak of in this section.—Ed Lee.

Hamlet, Ind., July 3.—Wheat and oats are looking unusually well and both promise good yield. Corn of good size and color, with much larger acreage thru here than ordinarily.—E. Ward Moore.

Upland, Ind., July 8.—Corn growing fine, most of it is clean only on wet land. Farmers now have the best prospect they have had here for years. Wheat harvest will be on in full blast next week, with some extra good fields but small acreage.—W. W. Pearson.

Evansville, Ind., July 3.—The first wheat threshed in this part of the state averaged about 25 bus. to the acre and 60 pounds to the bu. Many farmers have finished their threshing and the grain is turning out well. The average price for new grain has been \$1.10 a bu.—C.

Muncie, Ind., July 3.—It was the consensus of opinion of those present at the meeting of the Eastern Ind. Grain Dealers, July 1, that wheat would be of good quality; many thought it would be average 5 years' crop. All agreed oats would make a large crop. Corn is looking fine all over the territory.

Indianapolis, July 7.—Wheat harvest is over in the southern part of the state and well along in the middle and northern counties. Some threshing has been done and the yield, while not as large as last year, is somewhat disappointing. Too much rain in June seriously affected wheat and it will run short of the expected yield. Gipson county wheat sold last week at \$1.05 and Scott county wheat at \$1.11 a bushel. Rain has put a stop to threshing for several days. Corn is growing well. The average will be a little above the average.—F.

IOWA.

Sibley, Ia., July 2.—We are having good corn weather. If it keeps dry we can look for a fairly good crop of small grain.—Wm. A. Spracher.

Wilton, Ia., July 8.—A drizzling rain set in Saturday and continued until noon Monday. Grain on the flat hard pan farms south of town is injured fully 10 per cent, while the loss on the rich rolling prairie northeast of town will be very small.—E. W. C.

Des Moines, Ia., July 6.—The percentage of the marketable portion of the last corn and oat crop that has now been sold by the farmers in Iowa and the comparison with last month, also with same date one year ago, is as follows: July 1, 1909, oats, 97%; corn, 83%. One month ago, oats, 95%; corn, 79%. One year ago, oats, 95.5%; corn, 96.4%. Basing last year's acreage of corn as harvested at 100, the comparative percentage of net acreage promised for this year in Iowa is estimated at 99%. Basing general crop prospects last year this date at 100, the present comparative prospect is estimated for winter wheat at 96%; oats, 93%; spring wheat, 77%; barley, 97%; corn, 99%; 93% of the corn has been cultivated once and 58% twice.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

KANSAS.

Volland, Kan., July 1.—Harvesting wheat in this country and it is good. Oats are good also, though there is some rust and danger of more. Corn is good so far, but is not yet made.—J. L. Shepp.

Washington, Kan., July 5.—Wheat crop is fine, about 10% cut. Oats promise a good crop. Corn has the best stand and prospects for years; will average 10 to 15% more than last year.—F. H. Hoerman.

Douglass, Kan., June 25.—Harvesting has commenced here. Both wheat and oats are beyond expectations. Growing corn in the best of condition with a large acreage of Kaffir corn growing fine. No old wheat, but some old corn.—Raymond & Son.

Nashville, Kan., July 1.—Harvest is about over. Wheat will be of good quality and will yield 12 to 18 bu. per acre, some fields will even make 20 bu. per acre. More wheat in this country than last year. Corn is doing fine, prospect was never better. Farmers have their corn freed from weeds and have good corn weather. Some old corn in the country.—R. C. Moore, mgr. Farmers Eltr. Co.

Topeka, Kan., July 3.—I have just returned from a three weeks' trip, having made a personal investigation of the growing wheat in McPherson, Harvey, Sedgwick, Pratt, Kiowa, Grant, Stafford, Edwards, Pawnee, Barton, Rush, Ellis, Russell, Ellsworth and Rice counties, having a total acreage in 1907 of 2,491,602 acres. According to assessors' reports the acreage sown in 1908 in the above counties is 2,226,681, showing a decrease of 234,521 acres, in

Pratt, Barton, Rush and Ellis counties 45,000 was entirely destroyed by hail. Taking the same ratio of decrease in acreage in the eastern two-thirds of the state, there was not to exceed 6,300,000 acres seeded to wheat in the fall of 1908. A conservative estimate of the amount abandoned and that which will not be planted is 5,000,000 acres for the state, leaving 5,800,000 acres, with a yield of 12 bu. per acre, showing a crop of 69,600,000 bus. of wheat for the state. The condition in McPherson, Harvey, Sedwick, Reno and Ellsworth counties is better than same date one year ago, while Stafford, Edwards, Pawnee, Barton, Rush, Ellis and Russell counties are far below last year's condition at this time. Much of the wheat in the western part of Barton, Rush, south Ellsworth, Russell and Ellis counties is second growth, having put forth the shoot after the rains and is now heading or in the bloom. This wheat is thin on the ground and very late and it will take a perfect weather conditions from this time until the wheat ripens to make a crop. In Stafford, Edwards, Pawnee, Barton, Ellsworth and Russell counties the wheat is damaged from some unknown cause. On the heavy or black land the head turns gray after the berry is formed and an investigation reveals the fact that the fibrous roots were dead and the straw decayed between the crown and the first joint, causing the straw to fall before the berry is ripe. We have complaints from other counties of this cause, but no one is able to assign the reason. The western third of the state shows a slightly increased acreage, but owing to the high winds and early drouth much of the wheat was damaged beyond repair, abandoned and planted to other crops. Reports from Osborne, Rooks, South Smith and West Mitchell indicate severe damage and that the yield will be below that of 1908. Taking into consideration the decreased acreage sown last fall and the acreage abandoned, we consider 5,800,000 acres a conservative estimate of the amount of wheat standing and consider 12 bus. per acre a conservative estimate of the yield. This is very much better than was contemplated a short time ago or than was that possible one month ago, so that everyone should be delighted with the outcome. There is a wide difference of opinion as to whether farmers will market their wheat for \$1 per bu. at threshing time. Some communities report that the farmers are building granaries and will hold while in other sections it is the opinion of the grain dealers and farmers that the movement will be free should the market at threshing time justify the payment of \$1 to the farmer.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

KENTUCKY.

Frankfort, Ky., June 29.—The largest acreage of corn has been planted in Kentucky that has been planted for years, with the possible exception of 1908, then due to a large measure to the cutting out of the 1908 tobacco crop. This year all corn has been planted in good time and the prospects are for a very large crop. Last year's oats crop was a complete failure, but the prospects this year are for a large yield and good crop. No trace of frost has been reported so far.—M. C. Rankin, Commissioner of Agri.

LOUISIANA.

Baton Rouge, La.—Commissioner of Agri. Chas. Schuler estimates that nearly 5,000,000 bus. of corn will be shipped out of the state this year, the crop promising to be larger than ever.

MICHIGAN.

Detroit, Mich.—There is a very large acreage of beans this year and the plants look fine.—H. E. Botsford.

Detroit, Mich.—Conditions were never better than at present for wheat, rye and oats. Look for a big business.—F. J. Simmons.

Holly, Mich., July 8.—Corn is looking fine in this district. The present fine weather will be the making of the crop.—John Sheehy.

Marcellus, Mich., July 1.—Wheat, corn and oats are looking fine, with prospects as good or better than a year ago.—Floyd Burlington.

Detroit, Mich., July 8.—I got very close to the farmer on recent trip thru the state and had a good opportunity of seeing how the country was prospering. I traveled from town to town, saw the great acres of waving grain, which before many weeks will be ready for harvesting, and also the crops in general. There has been nothing like it in years. The early rains and the recent warm weather have caused the farming districts of Michigan to blossom like a great garden.—General Manager Doherty, of the Michigan State Fair.—B.

Detroit, Mich.—Michigan crops are in fine shape. Oats are 100% with 100% acreage. Believe Mich. will raise 15,000,000 bus. wheat.—Carson, Craig & Co.

Detroit, Mich., July 8.—Reports from the surrounding counties are to the effect that this is to be one of the best years for hay Michigan has experienced in several seasons.—B.

West Branch, Mich., July 8.—Acreage of mixed hay will be greatly increased but the yield will be light and grade below the average. Owing to the high price of peas and backward spring pea acreage decreased 20 to 25%. Oats and speltz, emmer, acreage increased 25 to 30%.—E. E. Evans.

Battle Creek, Mich., July 9.—Most shippers in this state report prospects for growing crops exceedingly good, altho today is the first time we have had reports that oats were somewhat damp. The season is late and we doubt very much whether we will see any new wheat from this state move until the first week or 10 days in August, while oats will probably not move until after the 15th of Aug.—Wolverine Grain Co.

Lansing, Mich., July 7.—Wheat is reported in good condition, with prospects of better than an average yield and of extra quality. The average estimated yield of wheat is 16 bus. per acre; of rye 15. The condition of corn is 83, of beans 92. The acreage of buckwheat sown is 87, of beans 97, of peas 89, and of timothy that will be harvested 80%. The estimated total number of bus. of wheat marketed by farmers during the 11 months prior to July 1 is 10,000,000, against 7,900,000 bus. during the corresponding period of 1907-8.—F. C. Martindale, sec'y of state.

MINNESOTA.

French sta., Fergus Falls p. o., Minn., July 1.—Acreage of flax larger, wheat also increased, other grains the same. Practically no grain in farmers' hands.—C. R. Wright.

MISSOURI.

Mercer, Mo., July 7.—Heavy rains during the past 3 days and highest water in 35 years. Damage can not yet be estimated. Corn is a total loss on lowlands and badly damaged on uplands. All small grain, rye and grass flat on the ground, almost total loss. No telegraph or telephone communication. Railroads washed out. No trains or mail for 3 days. Will advise later. More than 20 inches rain in 3 days and still raining.—A. A. Alley, Alley Grn. Co.

Columbia, Mo., July 3.—In spite of excessive rains in some sections the corn shows a very satisfactory condition. The condition in the entire state is 83 compared with 84 for last month, and an average of 82 for the past ten years. In the southern part of the state quite a lot of the corn is laid by and some of it is tasseling. In general, the condition of corn is much above the average, and prospects are better than any year since the record crop of 1902. The acreage this year is very large, being 7% greater than that planted last year, or approximately 7,800,000 acres. The wheat harvest is somewhat later this year than usual, and especially is this true in the northwest section of the state. In the southern and central portions of the state the wheat harvest is practically finished, and is progressing very well in the northeast section. Wet weather interfered somewhat with harvesting, and a small amount of wheat was lost by overflow, and following a very hard winter an unusually large acreage of wheat has been either abandoned or plowed up; 9% will not be harvested this year. Most of this loss has been in the northwest and north-central sections, where wheat was very badly winter-killed. In northwest Missouri only 75% of the crop sown last winter will be harvested. The yield, although the state has filed exceptionally well, and the quality is of the best. The improvement in the past few weeks will insure a fairly satisfactory yield for the state. The average estimated yield for the state is 14.3 bus., compared with a ten-year average of 13.7 bus. The lowest estimated yield is in the central section, where the average is 12.3 bus. per acre, and the highest is in northeast Missouri, with an average of 17 bus. Threshing has begun in a few of the southern counties, both in southeast and southwest Missouri, and in a few places in the central portion of the state. With the estimated yields per acre the wheat crop of Missouri should be about 23% millions of bus., compared with 20% millions for last year. This office changes this month from a percentage condition of wheat to an estimate in bushels per acre, as the crop is now matured almost all harvested. The prospects for the oat crop this year are very flattering. The average condition in the state is 88 as compared with a five-

year average of 71. The cold, wet spring rather delayed the growth of the plant, but favorable weather for the last few weeks has given it a sufficient growth to make a good yield. It has developed well and promises a good crop. Only 1.4 per cent of the crop has been plowed up and planted to other crops. A few correspondents in the southern half of the state report a little rust, but no serious injuries have resulted.—Geo. B. Ellis, sec'y State Board of Agri.

NEBRASKA.

Palmer, Neb., July 2.—The wheat crop in this locality looks better now than it has for years.—Geo. Dinsdale & Son.

Meadow, Neb., July 5.—Wheat will be a good crop in this territory. Oats fair and corn is doing fine.—H. G. Mundell, agt. Evans Grain Co.

Farwell, Neb., July 5.—Grain of all kinds looks good in this section. Wheat will yield 20 bus, or better.—Ignac Pawlawski, agt. E. G. Taylor.

Milligan, Neb., July 6.—Recent heavy rains have delayed the wheat harvest. Corn is making rapid growth and promises a bumper crop.—W. D. Russell, agt. Lincoln Grain Co.

Benton sta., Richland p. o., Neb., July 7.—Having too much rain for small grain, but with favorable weather will harvest a good crop of wheat. Oats will be light. Corn is in fine condition.—C. B. Nance, agt. T. B. Hord Grain Co.

Sedan, Neb., July 7.—Rain on July 4, 5 and 6. Wheat is down in bad shape and unless we get wind from the east farmers will be unable to get quite a bit of it. Some corn is very weedy, but it seems to be growing nicely.—E. J. Bohling.

Plainview, Neb., June 30.—Crops in this vicinity look good. Oats are thin in some places, and a little too wet on lowlands. Corn and oats are practically all the grain raised in this locality; a few small fields of winter wheat.—E. Christensen, agt. McCaul-Webster Eltr. Co.

NORTH DAKOTA.

Hensel, N. D., June 30.—Crop prospect not very good; too much rain and about 40% will be lost on that account.—W. W. Whipple, Thorpe Eltr. Co.

OHIO.

Rawson, O., June 25.—Wheat, corn and oats only fair.—J. J. Risser.

Hepburn, O.—Wheat looks well, with acreage small. Corn and oats doing fine.—F. J. Laubis.

Huron, O., June 25.—Wheat 100%, with acreage 75%. Corn and oats look good.—J. Stryker.

Fredericktown, O., June 25.—I never saw better prospects for corn, wheat and oats.—J. D. Smoot.

Leesburg, O., June 25.—Wheat very good prospect, with small acreage. Corn good Few oats.—C. H. Dewey.

Melvin, O., June 25.—Corn looks all right. Most of the wheat in our section was plowed up.—J. W. Channel.

Killeville, O., June 25.—Wheat looks good, with 50% acreage. Corn and oats looking fair.—W. T. S. Kile.

McGrew, O., July 7.—Corn acreage 115%, condition 100%; wheat acreage 100%, condition 100%. No oats.—Geo. Leggett.

Ansonia, O., June 25.—We will have about 1/2 of a wheat crop. Prospect for corn and oats good.—C. E. Harmony.

Fremont, O.—Oats and corn were put back by rain, but generally look fine.—R. G. Stull, Sec'y Union Eltr. & Supply Co.

DeGraff, O., July 7.—Corn prospect 75%, acreage 90%; oats 90%, acreage 100%; wheat 10%, acreage 50%.—Andrew Mohr.

Botkin, O., July 7.—Condition corn 75%, acreage 100%; oats 80%, acreage 100%; wheat 50%, acreage 50%.—W. M. Taylor.

Findlay, O., June 25.—Wheat prospect 100%, acreage 65%. Corn late and hurt by wet weather. Fair crop of oats.—A. J. Hosler.

Wapakoneta, O., July 7.—Corn prospect 100%, acreage 100%; oats condition 100%, acreage 105%; wheat 60%, acreage 80%.—Jacob Hauss.

New Bremen, O., July 7.—Corn prospect 100%, acreage 110%; oats condition 90%, acreage 110%; wheat prospect 75%, acreage 75%.—Chas. Garnhausen.

Columbus, O., June 30.—I get fairly good crop reports from grain dealers over the state. Understand joint worm is working some in wheat.—Fred Myers.

Mt. Vernon, O., June 30.—Wheat looks fine, with 90% acreage and 100% condition. Oats and corn average acreage, and they look fine.—Geo. Lazear, mgr. Mt. Vernon Hay & Grain Co.

Sidney, O., June 30.—Oats are fine. Wheat will go 15 to 20 bus. per acre. Corn is in fine condition and farmers are laying it by.—W. H. Persinger.

Alger, O., June 25.—We have a fine prospect for oats and corn; but will be short on wheat. I handled 100,000 bus. of onions last year.—T. R. Dunlap.

Oak Harbor, O., June 25.—Wheat is good, with acreage less than 50% of an average. Corn is 90% of an average, with oats looking good.—J. E. Pfaffenbach.

Arlington, O., June 25.—Shortage of wheat at our station on account decreased acreage. Corn prospect is about 80%, with oats at 100%.—W. D. Bishop.

Maplewood, O., July 7.—Corn acreage 110%, prospect 100%; oats acreage 105%, prospect 100%. Wheat acreage 10%, prospect 40%, rusty.—O. W. Cook.

Duval, O., June 25.—Wheat has gone back the last ten days; some blight in it. Corn is looking good. No grain in the farmers' hands.—T. W. Baum.

McComb, O., June 25.—Wheat prospect is slim on account of small acreage. The yield will be good. Oats looking good and corn growing well.—Chas. Shuler.

Gettysburg, O., July 7.—Wheat condition 60% of an average, acreage 70%; oats condition 85%, acreage 105%; corn prospect 85%, acreage 105%.—C. D. Burns.

Shreve, O., June 25.—Wheat looks fine, with 100% acreage. Corn is fair but wet. Oats will be about 75% of a crop, with 90% of a normal acreage.—W. E. McNeae.

Glenmore, O., June 29.—Wheat is about half a crop in this vicinity and it has been a little wet for corn. The prospect is fair for a big oat crop.—Glenmore Grain Co.

Defiance, O., June 25.—All crops looking good. Wheat prospect is fine, with acreage greatly decreased. Corn is backward.—J. D. Spangler, mgr. Farmers Gr. Co.

Linsey, O., June 25.—Wheat has improved lately. We will have 85% of a crop, with 50% of an acreage. Oats look all right, but corn is backward.—C. C. Wolfe.

Mansfield, O., June 30.—Wheat will be an average crop with lighter acreage. Oats are better than last year with more acreage. Corn looks good. Acreage normal.—A. F. Cline.

Vickery, O., June 25.—Wheat 85% of a crop, with 90% of an acreage. Corn is just being planted. We are in a dry country. Oats show effects of wet weather.—W. E. Wolfe.

Monroeville, O., June 25.—Wheat has improved wonderfully the last ten days. Prospect for oats is good, with some talk of rust. Corn is backward, but coming out well.—E. W. Armstrong.

Blanchester, O., June 25.—Acreage of wheat is small, but the yield will be splendid. Corn is uneven, but generally good, with large acreage. Small amount of grain in farmers' hands.—S. B. Craig.

Fremont, O., June 30.—Never saw a better outlook for wheat. The acreage is somewhat smaller than usual, but the yield will make up for it. Some corn to be planted in this section.—M. C. Cox.

Criderville, O., June 25.—Wheat 70% of average, with acreage about 60%. Corn prospect, 80%; acreage, 110%. Oats prospect, 85%; acreage, 100%. Clover will be 50% of a crop, with acreage about 1/2 normal.—E. F. Reichelderfer.

Laura, O., July 1.—Oats look good. Harvest will be a week to 10 days late. Practically no wheat to cut. Few reports of jointworm, but little damage, as there is so little wheat for them to work on. Corn is weedy and some is suffering from wet weather. No old grain here.—Albert B. Jones, mgr. Henderson & Coppock.

Versailles, O., July 3.—Wheat 20% of average crop, ripening irregular, much damaged by fly. Oats 90% of average crop, will go to cut by July 20 and promises record-breaker. Corn, large acreage, 75% in prime condition, planting and cultivation of balance hindered by wet; old crop all out of farmers' hands.—W. C. Hile.

Grover Hill, O., July 10.—While on our vacation we drove thru Paulding, Van Wert, Mercer, Darke and Preble Counties Ohio, and thru Wayne County, Ind., and never witnessed a better prospect for oats, corn and hay; while wheat, tho not the best, will thresh from 10 to 30 bu. per acre. Weather is ideal for harvesting and with wheat all in shock it will only be a few days until we should hear the hum of the threshers and corn will practically all out of the country with us—only a few farmers yet holding their corn.—J. W. O., Davidson & Owens.

Columbus, O., July 1.—Ohio's wheat harvest is now generally in active progress, and it is estimated that it will produce 77% of an average, against 73% one month ago. The acreage to be harvested is one of the smallest in a number of years past, as it is now estimated that 97% of the original area seeded last fall was plowed up this spring, leaving but 1,296,098 acres remaining for the harvest. This is a shortage of 590,862 acres in comparison with the area harvested in 1908. From these statistics it is readily apparent that the crop of 1909 will fall far short of that of the preceding year. Heavy and continued rainfalls prevailed during the month of June and this has retarded harvest, in many fields the ground being so soft that it was impossible to enter with machines. Many correspondents note damage by joint worms. Oats are in excellent condition, having advanced 5 points since the issuance of the last report. The present prospect—96%, compared with an average—is most encouraging, and as the area seeded is greater than that of 1908 an abundant harvest should result. A large area has been planted to corn, it being estimated at 2,875,814 acres, an increase of 68,919 acres over the area of 1908. Under favorable conditions this should result in one of the heaviest corn productions in Ohio's history. The present prospect is estimated at 83% compared with an average. The plant generally is small, but a fine stand. The correspondents report no material damage by cut and grub worms. Owing to frequent rainfalls during the past month, proper cultivation has been impossible. Prospect for barley and rye is 35%.—Ohio State Board of Agriculture.

OKLAHOMA.

Broken Arrow, Okla., June 30.—Corn in this section promises a bumper crop.—S.

Lenapah, Okla., July 5.—We have shipped 2 cars new wheat, graded No. 2 red, per 61 lbs. Wheat average, 25 bus. per acre. Farmers are preparing to sow large acreage of wheat this fall.—Lenapah Grain & Hay Co.

Guthrie, Okla., July 1.—On June 25 the growing condition of corn was 90%, compared with 83.9 last month, an increase of 6.1. The condition on the same date last year was 66.5%, a difference in favor of the crop of 1909 of 23.5. The growing condition of winter wheat the time of harvest was 72.7, or an increase of 11.2% over the growing condition on May 25. The percentage of the acreage harvested on June 25 is shown to be 72.7. The growing condition of winter wheat at the time of harvest on June 25, 1908, was 75.7, and the per cent of acreage harvested on that date was 75.3, thus showing 3% better condition at time of harvest in 1908, and that 2.6% more of the acreage was harvested on that date. The growing condition of spring-sown oats at the time of harvest, on June 25, is shown to be 73.4%, compared with 63.0 last month and 72.2 year ago, an increase in condition of 10.4% over last month, and 0.5% better than at harvest time a year ago. The per cent of the acreage harvested on June 25 was 60, compared with 66.6 last year.—Oklahoma State Board of Agr.

PENNSYLVANIA.

Philadelphia, Pa., July 6.—Reports have just reached the city that the 95,000-acre planting of wheat in York county, Pa., will yield 1,750,000 bus. of grain, and will be worth nearly \$2,000,000, the harvesting having already begun. Latest Exchange advices indicate a bumper wheat crop for Pennsylvania, red rust on oats, hay up to the ten-year average, potatoes good yield, and enormous fruit yield, but only in the highlands. So far, so encouraging through the Keystone state.—S.

SOUTH DAKOTA.

Wetanka, S. D., June 24.—We have had all the rain we need and crops are good.—L. L. Heil Co.

TEXAS.

Fort Worth, Tex.—Corn is made in north-eastern Texas. In Denton, Grayson, Cooke and adjoining counties some of the oats being too short were mowed and baled.

Ft. Worth, Tex., July 10 [Special to Grain Dealers Journal]. Reports to Sec'y C. J. Gibbs of the Tex. Grain Dealers Ass'n indicate wheat crop of Lone Star State to be 4,000,000 bus; oats 3,000,000 bus and pretty well sold out. Corn prospects have improved wonderfully and an average crop for the state now seems certain. The acreage was increased 20%.

WASHINGTON.

Colfax, Wash.—Chief Grain Inspector Armstrong of the Washington wheat crop this year at not less than 37,000,000 bus., an increase of nearly 10,000,000 bus. over the 1908 crop.

WISCONSIN.

Madison, Wis., July 1.—Winter grains and barley are nicely headed and indicate promising yields of grain. Oats have, up to the present time, been free from insect pests and rust, that have injured the crops for the past two seasons. Corn, which was much of it late planted, has made a phenomenal growth during the past ten days, and is now much more promising as a crop than at this time last season. Fields are generally clean and with the increased acreage of the present season the crop prospect is good. The percentages of condition are, winter wheat, 90; winter rye, 94; spring wheat, 94.5; spring rye, 95.5; barley, 95.5; oats, 95; peas, 96.5; corn, 93; potatoes, 97.—John M. True, sec'y Wisconsin state board of agriculture.

Government Crop Report.

Washington, D. C., July 8.—The United States Department of Agriculture estimates the area of corn planted as 109,006,000 acres, an increase of 7,218,000 acres (7.1%) compared with the final estimate of last year's acreage.

The average condition of the corn crop on July 1 was 89.3, compared with 82.8 on July 1, 1908, 80.2 on July 1, 1907, and 84.8, the ten-year average on July 1.

Comparisons for important corn states follow:

States.	Acreage, 1909. P.C. of '08.	*Acres. '09.	'08.	10 yr. Aver.
Illinois	108	10,206	94	80
Iowa	103	9,340	86	83
Indiana	105	8,247	82	83
Nebraska	104	7,923	91	84
Missouri	108	8,145	91	74
Kansas	110	7,810	91	78
Oklahoma	120	5,915	94	74
Indiana	108	4,913	93	83
Georgia	104	4,472	90	88
Ohio	108	3,824	90	87
Kentucky	106	3,668	89	83
Tennessee	102	3,417	80	87
Alabama	106	3,233	77	86
N. Carolina	104	2,898	83	92
Arkansas	108	2,885	91	81
Mississippi	108	2,883	72	86
S. Carolina	107	2,218	87	89
South Dakota	106	2,059	93	84
Virginia	106	2,040	90	95
Michigan	104	1,976	86	86
Louisiana	130	2,226	81	87
Minnesota	104	1,680	91	70
Wisconsin	104	1,533	89	87
Pennsylvania	104	1,508	92	89

United States 107.1 109,006 89.3 82.8 84.8

*000 omitted.

The average condition of winter wheat on July 1, or when harvested, was 82.4, compared with 80.7 last month, 86 at harvest in 1908, 78.3 in 1907, and 84.8, the average at time of harvest for the past ten years.

The average condition of spring wheat on July 1 was 92.7, compared with 55.2 last month, 89.4 on July 1, 1908, 87.2 on July 1, 1907, and 87.0, the ten-year average on July 1.

The average condition on July 1 of spring and winter wheat combined was 86.5, against 86.5 last month, 83.9 on July 1, 1908, 81.6 July 1, 1907, and 82.5, the ten-year average.

The amount of wheat remaining on farms is estimated at 2.3% of last year's crop, or about 15,062,000 bus., compared with 33,797,000 on July 1, 1908, and 43,608,000, the average amount on farms on July 1 for the past ten years.

The average condition of the oats crop on July 1 was 83.3, compared with 85.7 last month, 85.7 July 1, 1908, 81.0 July 1, 1907, and 86.8, the ten-year average on July 1.

The average condition of barley on July 1 was 90.2, compared with 90.6 last month, 86.2 on July 1, 1908, 84.4 on July 1, 1907, and 88.1, the ten-year average on July 1.

The average condition of rye on July 1 was 91.4, compared with 89.6 last month, 91.2 on July 1, 1908, 89.7 on July 1, 1907, and 89.8, the ten-year average on July 1.

The acreage of flax is estimated at 2,741,000 acres, or 2.0% more (2.3%) more than last year. The condition of the crop on July 1 was 95.1, compared with 92.5 on July 1, 1908, 91.2 on July 1, 1907, 83.2 on July 1, 1906, and 90.4, the average on July 1 for six years.

The average condition of the hay crop on July 1 was 87.8, compared with 87.6 last month, 92.6 on July 1, 1908, and approximately 82.0 on July 1, 1907. The condition of timothy on July 1 was 87.1, compared with 90.2 on July 1, 1908, 82.2 on July 1, 1907, and 85.1, the ten-year average on July 1. The condition of clover on July 1 was 83.3, compared with 95.5 on July 1, 1908, 76.4 on July 1, 1907, and 83.8, the ten-year average on July 1.

Speculation in Securities and Commodities.

[From report of Governor Hughes investigating committee.]

PURCHASING SECURITIES ON MARGIN is as legitimate a transaction as a purchase of any other property in which part payment is deferred. We therefore see no reason whatsoever for recommending the radical change suggested, that margin trading be prohibited. We have been strongly urged to advise the prohibition or limitation of short sales, not only on the theory that it is wrong to agree to sell what one does not possess, but that such sales reduce the market price of the securities involved. We do not think that it is wrong to agree to sell something that one does not now possess, but expects to obtain later. Contracts and agreements to sell, and deliver in the future, property which one does not possess at the time of the contract, are common in all kinds of business. The man who has "sold short" must some day buy in order to return the stock which he has borrowed to make the short sale. Short-sellers endeavor to select times when prices seem high in order to sell, and times when prices seem low in order to buy, their action in both cases serving to lessen advances and diminish declines of price. In other words, short-selling tends to produce steadiness in prices, which is an advantage to the community. No other means of restraining unwarranted marking up and down of prices has been suggested to us.

DEALING IN "FUTURES" is also treated with clearness and impartiality in the *Cyclopedia of American Agriculture*, in an article on "Speculation and Farm Prices"; where it is shown that since the yearly supply of wheat, for example, matures within a comparatively short period of time somebody must handle and store the great bulk of it during the interval between production and consumption. Otherwise the price will be unduly depressed at the end of one harvest and correspondingly advanced before the beginning of another.

Buying for future delivery causes advances in prices; selling short tends to restrain inordinate advances. In each case there must be a buyer and a seller and the interaction of their trading steadies prices. Speculation thus brings into the market a distinct class of people possessing capital and special training who assume the risks of holding and distributing the proceeds of the crops from one season to another with the minimum of cost to producer and consumer.

HEDGING.—A considerable part of the business done by these exchanges consists of "hedging." This term is applied to the act of a miller, for example, who is under contract to supply a given quantity of flour monthly throughout the year. In order to insure himself against loss he makes a contract with anybody whom he considers financially responsible, to supply him wheat at times and in the quantities needed. He "hedges" against a possible scarcity and consequent rise in the price of wheat. If the miller were restricted in his purchase to persons in the actual possession of wheat at the time of making the contract he would be exposed to monopoly prices. If the wheat producer were limited in his possibilities of sale to consumers only, he would be subjected to the depressing effects of a glut in the market in June and September, at times of harvest.

To the trader, manufacturer, or exporter, the act of transferring the risk of price fluctuations to other persons who are willing to assume it, has the effect of an insurance. It enables him to use all of his time and capital in the management of his own business instead of devoting some part of them to contingencies arising from unforeseen crop conditions.

EXPERIENCE OF GERMANY.—The German landowners, constituting the powerful Agrarian party, contended that short-selling lowered the price of agricultural products, and demanded that contracts on the Exchange for the future delivery of wheat and flour be prohibited. The Reichstag assented to this demand. It yielded also to demands for an abatement of stock speculation, and prohibited trading on the Exchange in industrial and mining shares for future delivery. It enacted also that every person desiring to carry on speculative transactions be required to enter his name in a public register, and that speculative trades by persons not so registered should be deemed gambling contracts and void. The object of the registry was to deter the small speculators from stock gambling and restrict speculation to men of capital and character.

THE RESULTS WERE QUITE DIFFERENT from the intention of the legislators. Very few persons registered. Men of capital and character declined to advertise themselves as speculators. The small fry found no difficulty in evading the law. Foreign brokers, seeing a new field of activity opened to them in Germany, flocked to Berlin and established agencies for the purchase and sale of stocks in London, Paris, Amsterdam and New York. Seventy such offices were opened in Berlin within one year after the law was passed, and did a flourishing business. German capital was thus transferred to foreign markets. The Berlin Exchange became insignificant and the financial standing of Germany as a whole was impaired.

THE EVIL CONSEQUENCES of the law of 1896 brought about its partial repeal in 1908. By a law then passed the government may, in its discretion, authorize speculative transactions in industrial and mining securities of companies capitalized at not less than \$5,000,000; the Stock Exchange Register was abolished; all persons whose names were in the "Handelsregister" (commercial directory), and all persons whose business was that of dealing in securities, were declared legally bound by contracts made by them on the Exchange. It provided that other persons were not legally bound by such contracts, but if such persons made deposits of cash of collateral security for speculative contracts, they could not reclaim them on the plea that the contract was illegal.

Insofar as the Reichstag in 1896 had aimed to prevent small speculators from wasting their substance on the Exchange, it not only failed, but as we have seen, it added a darker hue to evils previously existing.

GERMANY IS NOW SEEKING TO RECOVER the legitimate business thrown away twelve years ago. She still prohibits short selling of grain and flour, although the effects of the prohibition have been quite different from those which its supporters anticipated. As there are no open markets for those products, and no continuous quotations,

both buyers and sellers are at a disadvantage; prices are more fluctuating than they were before the passage of the law against short-selling.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO DUMP AND LOAD KAFIR CORN.

Grain Dealers Journal: We have thought some of putting in a small bin equipped with dump and car loader for the handling of kafir corn.

We would like to hear thru the columns of the Journal from any reader who handles kafir corn in this manner, so that we may get a description of their equipment.

We understand that handling this commodity thru an elevator is very unsatisfactory on account of heating so readily. —Brown & Brown, Haverhill, Kan.

HOW RECOVER FOR SHORTAGE?

Grain Dealers Journal: We have had a claim for shortage declined by the Big Four road. We shipped the same distilling concern three cars and every one was short quite a bit.

We furnished affidavit of our weighman that he loaded 66,000 lbs. of corn into the car, No. 5306, by four drafts in hopper scales, and that the car was in good repair. Station agent gave us B/L for 66,000 lbs.; but the public weighmaster at Indianapolis certified the weight as only 64,530 lbs., and that the car was in good order.

The freight claim agent of the Big Four has returned our papers refusing settlement of our claim for \$15.14, alleging that the car was in good physical condition when loaded and arrived at destination with loading seals intact, and that there was no leakage while in its charge or in charge of the Belt Ry., which made delivery, and expressing an opinion that all the grain delivered to the carrier was delivered to the consignees.

Is there any way in which we might collect this claim?—Mahomet Grain Co., Mahomet, Ill.

Ans.: If the Big Four Railroad is not disposed to pay you for grain lost in transit, simply call their attention to the Illinois law, Sec. 118, Chap. 114, which was quoted in the Journal for June 25th, page 819, second column, last paragraph and following.

Under this law it is incumbent upon the Big Four to accept your weights or provide scales in order to ascertain weights which they will be willing to accept. You are entitled to pay for the full amount of grain placed in the car and no doubt will receive it, if you will send a complete statement of the facts, calling attention to the law, to the freight claim agent, under cover of registered letter, so it will reach the hands of some one in authority and not be turned down by a junior clerk.

Shipper Entitled to Attorney's Fees.

The Hepburn Act being a comparatively recent piece of legislation the decisions of the courts on some of its provisions have been eagerly awaited. One of the most gratifying, to the small shipper, of the late decisions sustaining the amended interstate commerce act is that by Judge Speer of the Federal Circuit Court for the Southern District of Georgia, upholding the right of the shipper to recover reasonable attorney's fees incurred in the prosecution of his claim. Virtually the effect will be to make the railroad blessed with a dilatory claim department pay for that luxury.

Judge Speer said: "The liability of the common carrier (and this is not restricted to railroads) for the failure to deliver or pay for goods intrusted to it for transportation for hire was fixed by the common law. That law, however, was not sufficient to redress the wrongs of shippers sustained on modern lines conveying interstate commerce. The loss of the commodities belonging to 'David Copperfield' and 'Peggotty,' carried by 'Mr. Barkis' from Blunderstone to Yarmouth in his wagon, or 'the red bag, the striped bag, brown paper parcel, and the leather hat box,' transported by the elder 'Well-er' for 'Mr. Peter Magnus' in the boot of the former gentleman's coach from the 'Blue Inn,' Whitechapel, to the 'Great White Horse Inn,' at Ipswich, might, perhaps, have been readily recoverable. It is quite different, however, we may say, with regard to a shipment of cotton goods from the Riverside Mills in Augusta, Ga., to Seattle or San Francisco over the many connecting railways spanning the continent. The countless losses of such shipments, and their important values, became an incalculable injury to the shippers and a burden upon their business. The failure to speedily adjust such losses became the chief contributing cause of this injury to the shipper.

"Official reserve and official indifference, amounting at times to that 'insolence of office,' the chiefest of those 'spurns which patient merit of the unworthy takes,' often greeted the efforts of business men and others to obtain redress. Every shipper of consequence, every practicing attorney holding claims arising from such delinquencies, every judge trying such claims, can readily recall the circumlocution, and the consequent insufferable delay in the adjustment of liability of the plainest character. Each claim, it seems, must be apparently scrutinized often by more than one department of each successive railroad extending from the point of delivery to the point of destination. It did not matter how many such railroads there might have been, how great the distance, how long the time consumed, how unreasonable the delay, how injurious the loss. Each employe with relating duties must at his leisure contemplate the claim in every light of which it was capable, write the result of his discoveries thereon, and forward it to the agent of the connecting line, or to all of the agents of each of the connecting lines. In the meantime the shipper was suffering the accumulating injury resulting from the loss of his goods, the interruption of his business, the deprivation of interest on the sum involved, and possibly the loss of other business from the disappointed and exasperated customer, attending the slow return of the now bulky file.

"At length, after the obviously just

demand had been leisurely scrutinized by all the 'Tite Barnacles' of this unprecedented circumlocution, the shipper had usually to content himself with a curt refusal to pay anything. Happily for him, however, Congress has opened 'the national courts for his claim, no matter how small the amount, and, in order to impart some degree of celerity to the mental or meditative activities of the 'Tite Barnacles' aforesaid, the penalty of reasonable attorney's fees, to be fixed by the court, is also granted by the law.

"In the absence of such a penalty the small shipper, notwithstanding the wise purposes of the national legislation, would have been helpless. Take a case like that before the court which has been fought at every step here and which we are now advised by the bill of exceptions presented will be carried to the Supreme Court of the United States in order to test the authority of Congress to enact such legislation. The amount involved is only \$300, and the Riverside Mills, altho a prosperous factory, had ordinarily better suffer the loss rather than pay even the moderate amount of fees for attorneys or counsel proper in such a case. If, however, the railways whose negligence under the agreed state of facts occasioned the loss and refused adjustment must pay the attorney's fees not only can the plaintiff safely and inexpensively press his remedies for righteous redress, but the result of litigation will have the most salutary effect on the officials of those corporations who for hire transport in interstate commerce the products of the people. While this provision of the law may, therefore, encourage shippers to institute litigation, it will in a short time have the effect of preventing that negligence which renders such litigation possible.

"The principle of the statute has been fully upheld by the Supreme Court of the United States in *Seaboard Air Line Railway v. Seegers*, 207 U. S. 73, 28 Sup. Ct. 28, 52 L. Ed. 108. There the state of South Carolina had attached a penalty of \$50 to each failure of a railroad company engaged in intrastate commerce to pay a claim for loss or damage within 40 days after the filing of the same, and

where there was a recovery of the full amount claimed. The goods shipped in that case were a bunch of bananas, and the freight charges were only \$1.75, whereas the penalty sued for was \$50. This difference, says Mr. Justice Brewer, 'naturally excites attention.' But the learned justice added:

"We are of the opinion that this case comes within the limits of constitutionality. * * * The object of the statute was not to penalize the carrier for merely refusing to pay a claim within the time required, whether just or unjust; but the design was to bring about a reasonably prompt settlement of all proper claims, the penalty, in case of a recovery in a court, operating as a deterrent of the carrier in refusing to settle just claims, and as compensation of the claimant for the trouble and expense of the suit which the carrier's unreasonable delay and refusal made necessary."

"Holding that 'the purpose of the legislation' was primarily 'to compel the performance of duties which the carrier assumes when it enters upon the discharge of its public functions,' the Supreme Court of the United States sustained the validity of the South Carolina legislation upon this subject.

"Now, what a state may do within the regulation of intrastate traffic, Congress may do in the regulation of that which is interstate. For the reason, then, that the mischief sought to be avoided was the unreasonable delay and the arbitrary refusal to pay just claims, we must conclude that Congress, when it authorized, in the case of a recovery under this great act to further regulate the vital business of transportation in interstate commerce, the taxation by the court of a reasonable attorney's fees as a part of the costs of litigation, was clearly within its authority.

"For these reasons, the court will allow a fee of \$100 for the plaintiff's attorneys." *Riverside Mills v. Atlantic Coast Line R. Co.*, U. S. Circuit Court, Georgia. 168 Fed. 990.

Clever farmers near Kankakee, Ill., recently bot salvage grain at the burned elevator and mixed the smoked corn with good grain, only to have the entire mixture rejected. Fortunately for the misguided farmers the price of chicken feed remains high.



C. B. Munday & Co.'s New Elevator at Litchfield, Ill.

C. B. Munday & Co's. New Elevator, at Litchfield, Ill.

C. B. Munday & Co. claim to have in their new elevator at Litchfield, Ill., one of the best built this season.

This elevator has a full concrete basement with plenty of light and ventilation. The building is a heavy story of frame-work with cribbed bins overhead, all of the cribbing being 2x6's and all bins have hoppers bottoms.

As shown by plans and photograph the plant consists of a 30,000 bus. grain elevator 30'x31'x95' high with a 16x31 ft. mill attached 3 stories and basement and with a one story ware-room 20'x45'. Also a large cob house and dust room located in separate building detached 25 ft. from the elevator. The floor of cob house is high enough to permit wagons to pass under so cobs or dust can be dropped into them.

The machinery equipment of this plant consists of two stands of 12x7 elevators, one stand 12x6, one gravity wagon dump, two large wagon dumps, each equipped with B. S. Constant chain feeders, a man lift, one Marcellis Sheller, one Cornwall Cleaner, one receiving sink and power shovel from railroad track for transferring, one sink for receiving ear corn from cars, one steel cable friction clutch car puller, one large Automatic Richardson receiving scale located in the cupola, a friction clutch cut off is provided for each drive and each machine. On the work floor of elevator is one No. 9 Invincible Double Receiving Separator for cleaning small grain.

All this machinery is driven with a

30 H. P. single phase induction motor. Power is transmitted to cupola from line shaft by means of rope drives.

The mill department is equipped for grinding feed and meal, the equipment consisting of a No 8 Bowsher Mill, 9x18 and 9x11 double roller mills, elevator legs, sifters, and Richardson Automatic sacking scale. In this department are four small bins which can be used for sacking feed or grain. Power is obtained from a 25 H. P. single phase induction motor. Two Galvanized dust spouts lead from cleaner to dust house.

This elevator was designed and built by Fred Friedline & Co. in sixty days.

The Government Crop Report.

The fact is that Wilson and his people perform their perfunctory service with exacting respect for all of the government red tape. They perform it so as to make records that will pay the organization members the money the government allows for the service. There is never any genuine interest displayed, and practically no effort to make an accurate and live report. The difference between the character of work rendered a private, exacting firm, and that rendered a red-tape-bound government department organization is very clearly demonstrated in the difference between the Patten and the Wilson reports. The result should cause Mr. Wilson and his associates to take a brace.—New Castle, Pa., *Herald*.

The Grain Dealers Journal is all right; every grain dealer ought to have it in his business.—W. G. Sweet, Royal Center, Ind.

Summer Outing of Northern Illinois Dealers.

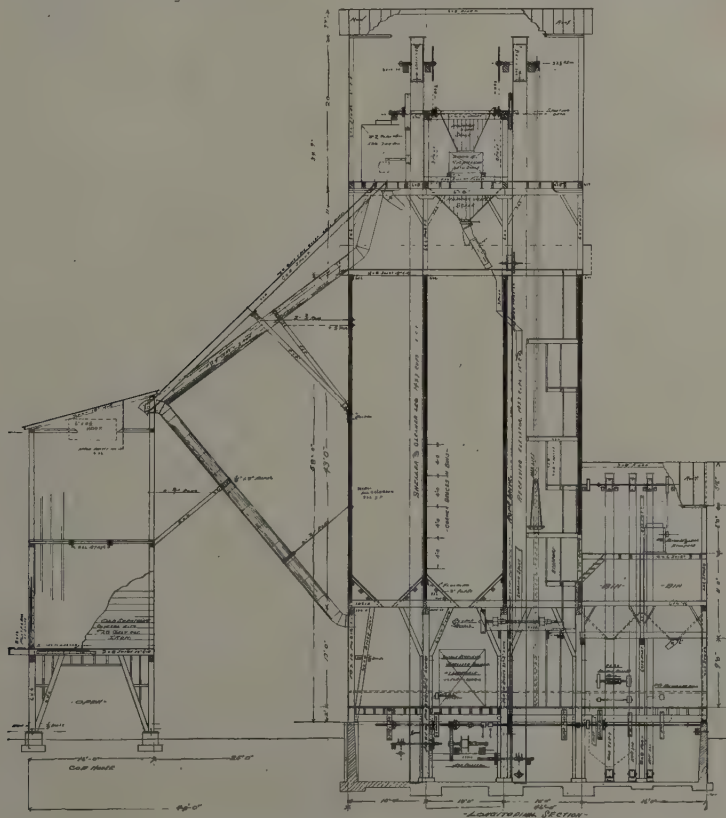
The summer outing of the Northern Illinois Grain Dealers Ass'n was held July 10 at Forest Park, Chicago. About a hundred dealers, their wives and invited guests sat down to a bountiful dinner in the Grill room. After the meal was over Pres. Truby called the dealers to order and introduced Geo. D. Montelius of Piper City, Ill., Pres. of the Ill. Grain Dealers Ass'n, who in a few well chosen words told the dealers he was glad to be with them and that the state ass'n would be glad to assist them in any way possible. Sec'y Baker read a letter from S. W. Strong, sec'y of the State ass'n, expressing his regret at being unable to attend owing to a sprained ankle. The full evening was spent in "doing" the park, tickets having been provided for nearly everything in advance. Everyone declared the outing a success.

When you see a car leaking grain report the facts to the grain trade thru the Leaky Car Reports column of the Grain Dealers Journal.

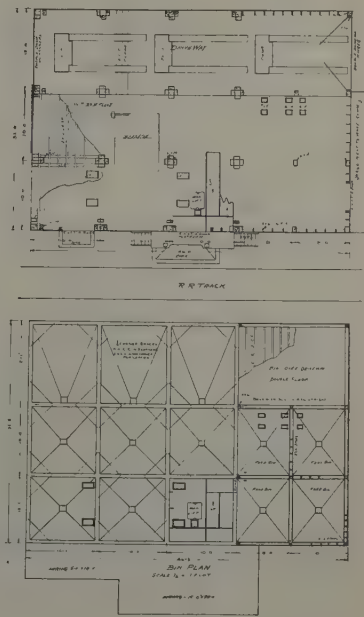
We enjoy reading the Grain Dealers Journal and would not care to do without it.—E. A. Feight, mgr. Frankton Grain Co., Frankton, Ind.

Business thru the Buenos Aires Cereal Ass'n continued good, as the government has not yet passed on the scheme to trade in futures on the Bolsa de Comercio.

We feel that we could hardly get along in the grain business without the Journal, as it is surely a spicy, up-to-date, business paper, and every dealer should have it on his desk. There is hardly a day goes by that we do not refer to the Journal for something. It is one of the best grain directories on the market, and taking it all in all we think the newest grain paper in the U. S.—The McMorran Bros. Co., St. Paris, O.



Longitudinal Section of C. B. Munday & Co's New Elevator at Litchfield, Ill.



Plan of Working Floor and Bins.

Miami Valley Grain Dealers Meet.

The Miami Valley Grain Dealers Ass'n held its annual Revival in Dayton, O., Wednesday afternoon, July 7, in the roof garden of the Algonquin Hotel. A large number of shippers were present, and the interest in the meeting was demonstrated by many who gave impromptu talks upon the subjects nearest their heart.

When Sec'y Miller read his annual message the roof garden was so quiet that one could almost hear the flap of the swallows' wings as they skimmed along the horizon. He read as follows:

Sec'y Miller's Address.

We have asked you to meet here to-day because we felt that as good a lot of business men as those interested in the grain business had too much good business sense to want to continue to do business along the lines which have been followed during the past six months, and that if you would only get together and talk matters over with the idea of bettering conditions the result would surely be some arrangement whereby our efforts would be run with at least as much profit to ourselves as to the farmer. During the past six months Mr. Farmer has certainly hogged all the persimmons.

Most of you know the policy which was adopted by the Ass'n the year and a half ago, and I am ready to admit did not work out the results expected, but the reason it failed to produce better results is worthy of some consideration. It failed for two reasons, first, because the individual members of the Ass'n failed to live up to their responsibility toward the Ass'n and toward each other, and second, because conditions were ideal for this sort of a failure.

Last year's crop of oats was a failure over much of our territory and no business resulted from that crop, so that when the corn crop came on after months of idle elevators many were so anxious to do some business at any cost that they threw all restraint to the winds and went into a wild speculative dash for business, the net result of which can be seen in the profit and loss account of every elevator in the territory. I believe that we have all come here today with the idea of thoroughly discussing the situation and to try and find the cause of our trouble among ourselves, and finding it, to try to find some remedy for it, if that is our object there is absolutely no use in taking up the past and going over our individual troubles with Tom, Dick and Harry. We have all had them, and to rehash them is only to open up old sores, and in that respect it will be much better for all of us if we will "let the dead past bury its dead," for it has been lived through and cannot be recalled. What we are most interested in now is what we can do for the future to avoid repeating the mistakes of the past.

The two prime causes for the panicky condition which has existed particularly during the past six months are, 1st, greed for business, 2nd, lack of confidence, the first begetting the second; let us take these up and carefully look them over and see what we find.

Webster defines Greed as "Ravenous, Covetous, Eager to obtain," and Webster's definition fully expresses the condition which has existed among too many of this family of Grain Dealers during recent months, as expressed in a letter I received from one of our members since sending out the letter calling this meeting, "They have all been afraid the other fellow would get a little more stuff." They have been like the cats who had a piece of cheese which they asked a Monkey to divide for them; he broke it in two and placed the two pieces in the balance pans; in biting off first one and then the other to make them balance he soon had eaten all the cheese and the cats got none. For some little time past Mr. Farmer has eaten all the cheese.

The consequence of this has been that being afraid that the other fellow would get a little more stuff, Tom would bid a little more for grain than he should and Mr. Farmer taking advantage of the opportunity immediately goes to Dick and increases his price, (and here lack of confidence comes in) and when Mr. Farmer disputes Dick's price with, "You are away behind, Tom offered me so much more than you do."

Dick, instead of calling up Tom and finding out if there is any truth in the story and trying to adjust the trouble, he immediately tells Mr. Farmer that if Tom can

do that, I can go him one better, and up goes the price a little more.

Harry hears about it, and he falls in line. Soon it spreads to the neighborhood town and the elevator people there without doing anything to stop the flow of trouble and loss, fall in line and on and on it goes until an entire section of country are straining every nerve to give Mr. Farmer all they can get for his Grain and often a little more.

It may be that the first of the trouble would start because Tom had an opportunity to dispose of a split car, or a car of Ear Corn at a fancy price and there being nothing moving just at the time and he knowing some Farmer who would sell a little grain were the price sprung a little, calls up this Farmer and tells him that he can pay him so and so for a car of such and such grain, but for him to not tell any one the price he is getting. This Mr. Farmer readily agrees to, but when he begins to haul, neighbor Jones comes along and says:

"Hello! John, sold your grain have you? What did you get?"

John feels so good at getting the best of Tom, and a better price than his neighbors have been getting that he just can't help telling it and says:

"Well, I got so, and so of Tom, but I promised not to tell."

Jones realizes that that is a better price than the stuff is worth, and as he has time to haul, makes up his mind that he will sell his grain at the price John got for his. He trades with Harry, and immediately goes to him with the price Tom has paid John. Of course Harry takes it for granted that he must pay Tom's price, or it may be he gets so mad that he will put the price even higher, and the row is on. While Tom makes a reasonable margin on his split car or car of Ear Corn, he and every other dealer within 20 miles of him are obliged to sacrifice their entire profits on 10 or 15 cars each because Tom that he could buy a little grain at a fancy price to fill one car, and that he could get the Farmer to keep it quiet.

In many cases there is not even this much cause for the fuss, as it often originates in some HONEST Farmer going to Tom, Dick, or Harry, telling a price story which is absolutely false, and Tom not having confidence in Harry, immediately takes it for granted that it is true and gives the Farmer all he asks. The rumour is started, because as soon as Harry hears about it he is the offended party, and without doing a thing to mend matters, he goes at it hammer and tongs to get even, and the bad blood spreads until every dealer within reach is at it.

In another case Tom pays Mr. Farmer the established price which is justified by the market, but in order to get Mr. Farmer to haul the grain to fill his split car or car of Ear Corn agrees to pay 1, 2 or 3c per bus. for hauling in addition to the price, with the stipulation of course that Mr. Farmer is not to sell. In almost all ways leaks, 99 Farmers out of 100 love to get such an opportunity, so that you only have one chance in 100 of striking the fellow who won't tell.

Brethren of the Grain Trade, there are enough troubles in our business life which cannot be avoided such as Scoopers, Car farmers, Hot Corn, Shortages, and a long list too numerous to mention for us to invite further trouble with our competitors in the ways I have gone into details about. The cure for so many of our apparently serious troubles is so easy if you will each and every one simply be Friendly with your competitor. Let your minds be that you have to take as well as give. You make mistakes as well as the other fellow and he may have as much to bear with you at times as you think you have with him. Use your telephone line more and if you find that he is doing wrong in any particular case, don't be in such a hurry to get even with him by throwing away your legitimate profit on several thousand dollars worth of business, but try and get him to see the folly of it. Nine times out of ten you will find that he is ready and willing to meet you more than half way if you will only give him the opportunity, and you may be sure that while you may not handle quite so many bushels of grain, part of which should legitimately go to your neighboring town, you will have more of this world's goods for the wife and babies at home, as a result of your business efforts, and you will not be working so hard, worrying so hard, nor will you be robbing Mr. Farmer of anything, for you are certainly entitled to a reasonable margin of at least .03c per bushel for handling his grain.

If it so happened that you were able to fight your competitor to a standstill and put him out of business after much worry and loss to yourself, where have you bet-

tered your condition by so doing? What will become of his House; it is still there and you have not removed it by breaking him up, some other fellow is going to come along and run it and you may find him a much worse competitor than the one you drove away. Can we not therefore get together today and agree to bury the hate, and let by-gones be by-gones, and go back to our business with our minds made up to adopt the be friendly plan in our associations with each other, when we all know from past experience that it pays so much better than the fighting plan. Let us make an effort to forget the mistakes of the past, and give our entire attention to an honest endeavor to escape the same mistakes in the future.

The Condition of the Ass'n at this time in a financial way is as follows:

Receipts	\$1,280.40
Disbursements	887.56

Bal. on hand July 7th, '09.....\$ 392.84

In the information department, which has been operated separately during the past year, I have tried faithfully to perform the duties imposed by that department, and while existing conditions have made it impossible to keep things just where they should be, I have endeavored to keep them as near the right point as was possible to harmonize conditions as much as possible. I have sent out daily quotation cards, and while the effectiveness was sacrificed to a great extent by existing conditions, I believe that we have been able to hold together better through this plan than would have been possible without it, and that that part of our plan is the right one if we can get other conditions adjusted so as to make it effective.

Treas. Adlard reported \$392.84 in treasury, which agreed with the statement of the secretary.

Pres. Robinson of the Ohio Grain Dealers Ass'n was introduced and said in part: "I have come 135 miles to be here. I understand this is your annual revival where you forgive the sins of each other and forget them. Bounteous harvests will give us all an opportunity to make money. I believe the local ass'n is of much actual money value to us if used rightly. I understand its purpose is two fold. First, to help you make a legitimate profit and secondly to promote friendly relations.

"Grain merchants are entitled to a legitimate profit, but nothing will disrupt you as quickly as an attempt to go beyond a legitimate profit. Big profits invite scoop shovelers and illegitimate competition. I believe you should endeavor to promote harmony among yourselves and believe in your competitor until he has proved himself unworthy of your confidence. Let your executive board adjust your troubles when you fail between yourselves. I believe in every man taking care of himself but be sure you're right before you take the bull by the horns." [Cheers.]

Pres. Stephenson: If we are going to have a revival meeting I wish you gentlemen would gather closer around the mourners' bench.

There is a man here whom you will be glad to meet. He is known all over the United States and we call him Uncle Joe.

Sec'y J. W. McCord: The president neglected to state that Mr. Robinson is our new president of the state Ass'n. You have in him a very able man and he should receive your support. I deserve no credit for being elected secretary, as it has become a habit to elect me. I want to assure you that the state Ass'n is always ready to help you. I have been in the grain business thirty years and I hope and pray we will never have to face again such conditions as confronted us this year.

Pres. Stephenson: We want to hear from every one and we want you to contribute your talks to 5 minutes.

J. W. McCord: Call on Grant McMorran for that "Square Deal" speech.

Grant McMorran: I want to confess my sins first. St. Paris has been a hot bed of trouble. We were bothered with scoopers. We met the conditions and whipped the scoopers. I believe it is the sentiment of the ass'n to "do the best you can" when confronted with scoopers and we did.

The all important question is how to get rid of the scoopers. They brot about this fight and put St. Paris in the lead. I wish we could make some arrangements to fight them.

Pres. Stephenson: We want to hear from all the sinners.

Quietness prevailed for a short time.

Grant McMorran: Am I the only sinner here?

A Voice: What about John Duncan?

John Duncan: I have been called the Grand Pacificator, but I don't think the name is good. I don't know how the fight commenced, but I am glad it is over. I want to make enough this fall to pay for the coal I burned last Winter. Some men condemn the Ass'n because we broke over, but I don't. I want to be forgiven.

Grant McMorran: I move we forgive the brother.

The motion was seconded and the president announced Bro. Duncan could go home forgiven.

J. A. Wells: I do not want to talk of the past but help to formulate plans to keep the Ass'n together. There are very few of us who are constituted so we will let the scooper come in and take our grain. I think the best way is to pay up for the grain and run them out.

Let's keep our Ass'n together and make money. Let us get together, feel more friendly toward each other, and the farmer will feel better toward us.

L. G. Shanely: We had a scoop shoveler at Pemberton, but we put him out of business. We are not bothered much.

E. E. Nutt: I admire the spirit which prevails here today. I have been in the grain business since 1853 and have worked hard for the Ass'n since its organization. I have dreamed about and have wondered if dealers could stick together. In the army we had to obey our superior officers or be shot. That is a little hard, but we ought to do the same in this Ass'n. I am going to be better this year than I was last if you are.

Pres. Stephenson: I am going to be better than I was last year. If you know of any who want some 75c corn they can have mine.

Grant McMorran: Put mine in too.

J. W. Simmons: Scoop shovelers are hard to handle and I think we ought not to let them run us out.

Grant McMorran: I move that we reorganize for another year.

The motion was seconded and the president called for remarks.

Horace Allen: I don't understand why you want to reorganize when you already have an organization. Of course we are always ready to help you.

C. N. Adlard: I want to see the Ass'n go ahead. I have been good. I have loaned the farmers seed, bags and money. I never again will pay more for grain than it is worth.

Joe Wolcott: I would like to see this love feast continue more than 24 hours. My mind is not fully settled in regard to the Ass'n.

Elmer Sheets: I am in favor of continuing the Ass'n.

J. C. Wones: The scoop shoveler is growing faster than the Ass'n. I would like to know where this scoop shoveler

comes from. I don't think you can ever get rid of him. Just load him up with grain at his price and he will soon go. I think that the fight was brot on in this Ass'n by the members themselves and not by scoop shovelers. I don't think he is to blame. I say the man who can't trust his competitor can't trust himself.

K. Threlkeld: We think the Ass'n is all right.

H. W. Kress: Since I occupy the position of track buyer I can't say much, but I think you will have to expel some of the liars and hypocrites from your Ass'n.

E. A. Grubbs: I think we should make it a rule to call by phone our competitor

at least once a day. Have some particular time, say 7 in the morning, and do it. This promotes friendship. There is another matter I want to speak about. I ran over my books recently and found I had paid \$49 more for overruns than I had collected shortages. If there had been that much in shortages we would have had all kinds of trouble. I doubt if there is 1 scale in 5 which is correct.

O. T. Rozelle: I want to see the Ass'n continue and will try to do my part.

The motion that the Miami Valley Grain Dealers Ass'n be continued for another year was carried without a dissenting vote.

Sec'y Miller: I move that a comite of 5 be appointed to nominate officers and a comite of 3 to revise by-laws.

The president appointed for the Nominating Comite: O. T. Rozelle, E. E. Nutt, Grant McMorran, J. E. Wells and Elmer Sheets.

The Comite on By-Laws: M. W. Miller, Jacob Hauss, E. T. Custenborder.

The meeting adjourned until the comites were ready to report.

The By-Laws comite proposed the following amendments to the Constitution:

Arbitration Board.

It shall be the duty of the Governing Board to appoint a comite of 5 members whose duty shall be to arbitrate all differences between members. At least two members of the comite shall be ready to respond to calls from members at any time. They shall receive \$2.00 per day for their services and their expenses shall be paid by the Ass'n.

Dues Reduced.

To Amend Art. 8, Sec. 2. The annual dues of the Ass'n shall be \$10, and shall be payable in advance at the beginning of each year, and must be paid within 30 days.

The amendments were adopted as read.

The Nominating Comite reported as follows. For Pres. E. T. Custenborder, Sidney; Vice Pres. L. G. Shanely, Pemberton; Sec'y M. W. Miller, Piqua; Treas. C. N. Adlard, Piqua.

The report was adopted unanimously.

Grant McMorran: I move that each member be required to sign the by-laws. The motion was carried.

After the dealers had signed the document the meeting adjourned to the dining room where an elaborate luncheon was served.

Among the dealers present were:

C. N. Adlard, Piqua; W. L. Allton, Saunders; J. W. Allinger, Sidney; David Arnold, Bradford; Horace Allen, Troy.

Chas. Brown, Fletcher; C. D. Burns, Gettysburg; C. L. Bright, Christiansburg; A. G. Borgher, Santa Fe.

G. A. Collier, North Hampton; O. W. Cook, Maplewood; E. T. Custenborder, Sidney; C. O. Coppock, West Milton; Joe Coppock, Fletcher.

John Duncan, St. Paris.

Bert Esty, Casstown; Ogden Edwards, Troy.

F. Folger, DeGraff; G. N. Falknor, Kessler; C. H. Ginn, Houston.

Chas. Garmhausen, New Bremen; E. A. Grubbs, Greenville.

Jacob Hauss, Wapakoneta.

Nate Iddings, Bradford.

W. B. Jackson, Sidney; J. C. Johnston, Lewistown.

H. W. Kress, Piqua.

Geo. Leggett; Wm. Ludwig, Jackson Center.

Grant McMorran and J. H. Myers, St. Paris; J. W. McCord, Columbus; Andrew

Mohr, DeGraff; S. B. Miller, Englewood; W. H. McCool, Jaysville; J. G. Myers, Pleasant Hill.

E. E. Nutt, Sidney; W. A. Niswonger, Quincy.

J. C. Paul, Botkins; C. O. Peters, Grain Dealers Mutual Fire Insurance Co., Columbus; M. A. Petersime, Bloomer.

H. W. Robinson, Green Springs; E. F. Reichelderfer, Criderville; O. T. Rozelle, Troy.

J. W. Simmons and L. G. Shanely, Pemberton; Geo. E. Stephenson, Rosewood; Elmer Sheets, Botkin.

W. M. Toman, Gettysburg; W. M. Taylor, Botkin; H. Threlkeld, Jackson Center.

J. C. Wones, Maplewood; Joe Wolcott, Conover.

The Elements Unrestrained.

Aeolus, the god of winds, has wrought much havoc in his fury since he burst forth from Grecian mythology before Anno Domini, but he certainly exerted himself to the limit when he generated a Kansas cyclone May 14, and hurled it at Hollis, Kan. The little prairie town was almost effaced, and the elevator of the Midland Eltr. Co. was not excepted.

The total destruction of the plant is graphically shown in the photograph. About 2,500 bushels of shelled corn is mixed with kindling wood and water. A few strongly studded bins remained together in an upright position near the track but parts of the elevator were blown miles away.

A bill to prohibit gambling in futures and options in produce, metals and shares is before the British House of Commons.



Ruins of Midland Elevator at Hollis, Kan., after the Cyclone.

Live Issues of the Trade

[Jno. F. Courcier before the Ohio Grain Dealers Ass'n.]

Among the many problems now before us, we feel that the foremost are: A Uniform Bill of Lading, Uniform Demurrage Rules, Uniform Grades, Federal Inspection, and Legislative Interference with the privilege of trading in grain for future delivery.

Bill of Lading: When the Interstate Commerce Commission announced its B/L a little over a year ago, we published it in pamphlet form and sent you each a copy, with a request that suggestions for amendment be sent us. The few objections received were of such nature as to add to the conviction of our special B/L Committee that in order not to delay, and thereby defeat, the institution of uniformity, it were better to agree to a trial of the proposed form, with the understanding that doubt was entertained as to the fairness of some of the conditions and that if those conditions, in their application, should prove to be unreasonable and unjust, specific objections would be filed for their correction. It is not difficult to point out conditions which might work a hardship, but it would be unfair to you and to the Commission, for us to draw upon our imagination and complain, when it is within our power to pin down facts and assemble them into a strong and convincing brief, for presentation through our National Ass'n. It is our right and our duty to insist upon the correction of every evil, but our claims must be based upon facts and not upon technical quibbling over words.

Demurrage: I had the pleasure of attending a hearing at Washington, June 4th and 5th, before a committee appointed by the National Ass'n of Railway Commissioners, to consider a code of Uniform Demurrage Rules for universal adoption, and, during the discussion of the proposed rules, I submitted proposed amendments which, if accepted by the commission, will, as compared with the original rules, give the grain trade the following concessions:

- 24 hours additional free time on cars containing 66,000 lbs. or over.
- 24 hours additional free time for inspection and disposition, on cars containing grain.

Additional free time for all time consumed in the cooping of cars.

An average detention agreement, to be entered into at the option of the shipper, providing for 24 hours free time after placement; for a credit of 24 hours on cars released on or before the expiration of the first 24 hours free time; for a debit of 24 hours for each day, or fraction thereof, on cars detained beyond the free time limit; and, for a monthly adjustment of the debit and credit account according to the following rule: At the end of the month, the total number of days credited, shall be deducted from the total number of days debited, and one dollar a day charged for the remainder. If the credits equal, or exceed, the debits, no charge shall be made for the detention of cars and no payment shall be made to the patron, on account of such excess of credits; nor shall the credits in excess of the debits of any one month, be considered in computing the average detention for the next month. The debit and its entire period of detention, shall be included in the computation for the calendar month in which it shall be released.

Continuing to recite concessions: Notice of arrival on cars held in transit for milling, cleaning, change or completion of load.

Notice of placement on cars placed on public delivery or private tracks for loading.

Notice of actual or constructive placement.

Notification on cars received under load, to contain names of consignors and points of origin.

Elimination of the rule providing for discretionary placement by carriers on tracks other than those originally and specially designated.

Substitution of "notice" for "evidence," in the proposed rule requiring consignee to furnish the carrier's agent with evidence of bunching, before the expiration of free time.

In presenting our amendments at the hearing, I fully covered the suggestions received from our members up to the hour of leaving for Washington. While in Washington, and since, we have received letters from members, relative to Reciprocal Demurrage; 48 hours free time for reconstituting free time to cover strikes, public calamities, accidents, or any other causes not within the power of the consignee or consignor to prevent.

The time for filing briefs was extended to July 15th, and all suggestions, within

the scope of this hearing, received by us on or before July 10th, and later if possible, will be included in our final presentation.

Chairman Lane announced that the principle of Reciprocal Demurrage would not be considered by the committee in its endeavor to formulate a Code of Uniform Demurrage Rules, but in order that his Committee might be acquainted with conditions as they actually exist in some sections of the country, communications of that phase of car detention, addressed to us by members, will be copied and sent him with an explanation of the purpose.

Uniform Grades: The Grades of Grain adopted by the National Ass'n at its St. Louis Convention, have been adopted by the following Grain Exchanges; effective July 1st:

- Toledo Produce Exchange.
- Cincinnati Chamber of Commerce.
- Peoria Board of Trade.
- Buffalo Corn Exchange.
- Detroit Board of Trade.
- Albany, New York, Board of Trade.
- St. Louis Merchants' Exchange, with the exception that the test weight of Red Winter Wheat may be found higher than is provided in the rules.

Endorsed by the following organizations: Chicago Board of Trade, with the stipulation that some slight changes might be advisable.

- Illinois Grain Dealers Ass'n.
- Indiana Grain Dealers Ass'n.
- Kansas Grain Dealers Ass'n.
- Millers National Federation.
- Fraternity of Operative Millers.
- Ohio Millers Ass'n.
- Indiana Millers Ass'n.

In justice to the general subject of Uniformity, I think it proper that mention be made here of those markets, departments, and associations which adopted or endorsed the recommendations of the first Uniform Grade Congress. Without repeating those mentioned above, they are as follows:

- Norfolk Board of Trade.
- Minnesota State Department.
- Philadelphia Commercial Exchange.
- Pittsburgh Grain & Flour Exchange.
- New Orleans Board of Trade.
- Nashville Grain Exchange.
- Louisville Board of Trade.
- Galveston Board of Trade.

These associations feel that unless the Illinois State Department takes action, it would not be worth while for them again to go through the process of adoption, with no assurance that the Illinois Department would not, by inactivity, defeat general adoption. With the endorsement of both the Chicago Board of Trade and the department inspectors, before them, it is hoped that the Illinois State Railroad and Warehouse Commissioners will act and thus remove the check from the wheels of this much needed and universally approved reform.

Federal Inspection: On March 22d last, Senator McCumber introduced a bill to provide for the inspection, grading, and weighing of grain; which was read twice and referred to the committee on Agriculture and Forestry, as S. 121.

This bill is identical with his former bill, S. 332, with the following exceptions:

Proviso to Section 2: "That said Secretary may appoint a chief or deputy inspector, at such important point of intrastate grain trade as he shall deem sufficient inspection service to fully pay the expenses of maintaining an inspection at such point, when the said Secretary is assured that the grain trade interests at such point are desirous of securing federal inspection; but in no case shall such inspector inspect or grade such intrastate grain, except upon the request of the owner thereof, or his agent."

Proviso to Section 9: "That such inspector, upon request of the owner or agent of any grain at the point or place where an inspection may be located, whether or not the grain has entered into interstate commerce, shall inspect the same and deliver his certificate therefor in the same manner as other inspections are made, and for the same charge; and whenever the owner of grain at such place shall request and furnish facilities therefor, said inspector shall also weigh such grain and deliver to the owner or his agent, his certificate showing the gross and net weight of such grain, under such rules and regulations as may be prescribed by the Secretary of Agriculture."

In preparing an analysis of this new bill, I was unable to construe a part of Section 8, to cover any known conditions in the grain business. The Section reads as follows: "That it shall be the duty of any Board of Trade, Chamber of Commerce, or other firm or corporation or private individual engaged in the transportation of grain destined to any State, Territory, or Country, other than that in which it is received for inspection, or received from

any other State, Territory or Country than that to which it is consigned, to notify the chief grain inspector at the place of destination of any consignment of grain, within 24 hours after its arrival, that a shipment, cargo, or load of grain, is in its, their, or his hands, and the place of destination of said grain." The last clause was the one that gave us trouble. We finally wrote Senator McCumber, and have his response bearing date of June 3d, in which he informs us the word "and" should be "at." The word "and" would authorize inspection in transit, whereas "at" confines it to the point of destination.

If this bill were to become a law, high school boys and girls would make better grain dealers than you. All they would have to do would be to memorize rules formulated for them by the Secretary of Agriculture.

Your experience of years would avail you nothing, so far as the formulation of rules for the determining and naming of qualities would be concerned. The knowledge of what different qualities will do under certain and varying conditions constitutes any merchant's most valuable asset, but in spite of that, Senator McCumber proposes to rob the inspection business of this country of the support, guidance and counsel of the grain trade, and place it in the hands of one man whose duties are almost as numerous and varied as are the different species of animal and vegetable life.

Futures: One of the national questions now before the public is that of the future trading in grain, and it is a subject of the most vital concern to the grain trade. The practice of executing orders in what are generally known as grain pits, has been the subject of discussion around the firesides of American homes, in the state and national legislatures, in the pulpit, and in the editorial columns of the press, from the monthly periodical to the great dailies of this and foreign countries, and the fact that disagreement, as to the alleged effects and the causes that produce them, is universal, is proof conclusive that the subject is not understood by the general public, including many grain dealers who have themselves wrongfully employed the lawful facilities at their command for the legitimate buying and selling of grain for future delivery; and, without having even taken the precautions common to the ordinary safe-investor, lost their money.

Trading in grain for future delivery, as conducted upon our legally constituted and conducted grain exchanges, is nothing more nor less than augmented individual service. Our market centres, as they exist today, were built upon the unit basis.

Some one man had to be the first. He received and executed all the orders to sell and all orders to buy.

Then the second man came. He received part of the orders to sell and part of the orders to buy. At such times as it occurred that either of these two men received orders to buy in excess of orders to sell, or vice versa, he went to the other in quest of buyers or sellers, of which the other might have a surplus.

Then the third man came, and the fourth and so on until quite a community had been assembled; the practice of running about from one to the other, as detailed in the example of the first two, prohibited.

Then followed an agreement to name a place and a time, where and when all these agents might meet and make their exchanges. With increased trade came the necessity for larger quarters and longer hours, and, as a final result, we have that institution, that product of evolved economics, the grain pit, with its rule requiring all orders to be placed on the open market and sold to the highest bidder; the principals' instructions to their agents as to limits on price and date for closing the buying and selling, and the effect as obtain in all other commercial transactions between principals and agents, subject to special rule lawfully promulgated.

It is in these trading pits that the surplus grain of the world is marketed, thus constituting a world condition and local gambling institutions, as many have been pleased to call them.

While we have no positive proof of it, yet we have reason to believe that many orders sent to the trading pit are nothing but common bets on what the legitimate grain market is going to do, whether go up or down, but, since we all know that in every human endeavor there is an element of speculation of this betting variety, it is not, or at least should not be, surprising that the immutable laws of average should here be manifested and show the ordinary percentage of reckless chance-taking in this the greatest of the world's industries, the producing, the handling and the consuming of grain.

Let us frown upon, discourage, and fight against bucket-shopping and gambling, but in doing that let us not falter in the defense of our right to buy and sell grain for immediate shipment, quick shipment, prompt shipment, or shipment deferred to a date suitable to the convenience of our patrons, and in the defense of our high privilege to conduct our transactions on the farm, on the public highway, in the country elevator, in the terminal office, in the trading pit, or in any other place under heaven's dome where facilities shall afford.

Grain Dealers Outing at Lake Okoboji, Iowa.

The heavy rains and forbidding skies which for several days had preceded the date set for the outing of the Western Grain Dealers Ass'n at Lake Okoboji, Iowa, June 28-29, discouraged many from braving the cloudbursts and washouts reported along the roads. The prospects for continued wet weather put a damper on enthusiasm for the outdoor pastimes on the program.

On account of the small attendance the regular program was given up for steamboat rides, bathing and fishing parties which were greatly enjoyed by all.

Early arrivals on Sunday evening made a tour of West Okoboji Lake, a beautiful body of water as clear as crystal and 250 ft. deep. From the upper deck of the Steamer Queen the points of interest were pointed out by E. M. Parsons and other old timers.

Monday evening all the grain dealers and the ladies repeated this trip, on the Steamer Des Moines, and after sunset the excursionists were made merry with song and story. President J. A. Tiedeman especially contributed much to the enjoyment of the evening, keeping the audience in a roar and being rewarded with several encores. As the text of a sermon Mr. Tiedeman took that beautiful that—A B C D E F G H I J K L M N O P Q R S T U V W X Y Z—and his emphatic delivery converted the meaningless alphabet into a text full of feeling.

Moving picture shows were given in the evenings at Arnold's Park and Okoboji Beach; and the mornings the grain dealers whiled away on the veranda of

the Arnold's Park hotel, discussing the markets, the weather, crop conditions and renewing acquaintances. Yost, Ehle and Ruge went fishing. Tiedeman, Stephenson and others donned bathing suits.

Tuesday forenoon East Okoboji Lake was explored in a large gasoline launch. Looking over the bow of the boat down into the deep clear water Mr. Dreyer lost his ———, one of those Mr. Cool was presenting with the compliments of P. H. Schifflin & Co.

Secy. Wells had an official button for everybody. Mr. Casebeer gave away watch fobs with the compliments of Rumsey & Co.

Among those present were L. J. Button and son Victor, of Sheldon, Ia.; Clark Brown, of Des Moines, representing Lamson Bros. & Co.; P. A. Cummings and Miss Cummings of Rock Valley, Ia.; E. G. Cool of Fort Dodge, Ia., representing P. H. Schifflin & Co.; Mr. and Mrs. J. G. Cornelison of Adel, Ia.; C. H. Casebeer of Des Moines, representing Rumsey & Co., and Mrs. Casebeer; H. Dreyer, Jr., of Aplington, Ia., and his manager P. H. Van Deest, Aplington; M. E. DeWolf, Spencer, Ia.; G. W. Ehle of Chicago, representing Lamson Bros. & Co.; Mr. and Mrs. R. A. Frazier, and Miss Frazier of Nevada, Ia.; Mr. and Mrs. W. R. Grant, of Gardner, Ia.; Edwin Mooers, of Sioux Falls, S. D., representing T. E. Wells & Co.; B. L. Nutting, of Spencer, Ia., traveling auditor of the Reliance Elevator Co.; Mr. and Mrs. J. H. Neel of Kamrar, Ia.; W. W. Sylvester, Spencer, Ia., representing T. E. Wells & Co.; Mrs. Sylvester, Miss and Master Sylvester; E. M. Parsons, Carroll, Ia.; J. E. Sims, Sheldon, Ia., Mrs. Sims and Master Sims; C. E. Stephenson of Des Moines, representing the Western Grain Dealers Mutual Fire Ins. Co., Mrs. Stephenson; Mr. and Mrs. August Sindt, Lake Park, Ia.; J. A. Tiedeman, Sioux City, Ia.; C. W. Thompson, Parker, S. D.; Geo. A. Wells, Des Moines; F. F. Ruge, Everly, Ia., and Harlie Yost, Libertyville, Ia.

National Hay Association Meet.

Don't forget your bathing suit, you will need it at Cedar Point, July 27-29 next.

Breakers Hotel, Cedar Point, O., headquarters for the 16th annual convention of The National Hay Association, July 27-29, 1909

The Hay Exhibit this year will be one of the features of the meeting, every one should send in a type sample of hay, compare it with your competitors and note the difference, write Sec. Goodrich for particulars.

Have you paid your dues in the National Hay Association, if not send in your check to Secy. P. E. Goodrich without delay and secure your membership card, which will be honored on the ferry boats from Sandusky to Cedar Point for 10c while the regular fare is 25c, not much, but worth the two cent stamp it will cost to remit, then, too, you will not be admitted to the convention hall without presenting your card.

Mr. J. C. Lincoln, Freight Traffic Manager of the St. Louis Merchants' Exchange will address the convention on July 28th.

Governor Judson Harmon of Ohio will make the address of welcome at the 16th annual convention of The National Hay Association, which is to be held at the Hotel "Breakers" Cedar Point, O., July 27-29.

James Manahan, the silver-tongued member from Minneapolis, will attend the Cedar Point Convention and no doubt will have something to say on the Hay Rate Case. In addition to being a lawyer of distinction, he is a stockholder in the firm of Loftus, Hubbard Elevator Co. and a strong personal friend of George Loftus.

Over 300 of our members have already signified their intention of being present and something over 200 have made their reservations with the "Breakers" for accommodations.

J. Cleland, Greenwich, O., who is a large shipper of hay, is sending a bale of hay 54 years old to The Cedar Point Convention. This will surely be a curiosity.



Some of the Dealers at Lake Okoboji Outing of Western Grain Dealers Ass'n.

Bookkeeping for Country Elevators.

[From an address by A. F. Files before Indiana Grain Dealers' Ass'n.]

I think some one on the Board of Managers must have dreamed and had a vision of the good fat days of "Auld Lang Syne," that made him think of "Bookkeeping for Country Elevators." Certainly nothing in the grain business recently is suggestive of books or accounts. We, in the trade here at Indianapolis have been able to simplify our bookkeeping to a single process, namely—counting our pennies Saturday night, and subtracting from what we had the Saturday before, to determine how much it has cost to keep the office open a week, and attend the ball games. I am told that in the country the same blissful condition of quietude prevails. However, since we have dealt in chimera we might as well continue in that strain, and outline a plan for bookkeeping at country elevators, just as tho there was occasion for books and accounts.

In considering any system of accounting to be applied to the business of a country elevator, of the utmost importance is the matter of simplicity. Duplicate entries should be avoided, and none of the frills of ordinary Business College bookkeeping should be tolerated. For be it known that when there is most of the bookkeeping to be done, the bookkeeper, who is usually proprietor and manager of the business, has every moment of his time taken up with customers and care of the elevator, and bookkeeping must be done during quiet moments in the day or late at night, after twelve to fourteen or fifteen hours of the hardest kind of labor. Having these features in mind, when I came into the management of a line of elevators some years ago, I arranged a set of scale tickets, check stubs and reports, calculated to minimize the book-work at the elevator.

As the initial process in business at the country elevator is the purchase and settlement of grain from the farmer, we will begin with the scale ticket.

These scale checks are printed three to the page and bound one hundred pages of checks to the book, interleaved with a strong white tissue or onion-skin bond.

They are numbered consecutively, showing the name of the party from whom bot, kind of grain, gross weight, tare, net pounds and net bushels. Also showing the price per hundred weight for use in purchase of corn, and per bushel for other grain, the amount and value of the load, the firm name printed and the signature of the weigher in pencil. An essential part of this weight ticket is a notation in the lower left hand corner, "Paid by check number....."

At the time of settlement the number of the bank check should be entered on the weight check, and as the bank checks are made to order, this gives a ready reference to the receipt for the load in case of future inquiry. These printed tickets are to be detached and given to the farmers from whom the grain is bot. A carbon copy

of the entries on the ticket is made on the tissue sheet, which should be numbered the same as the original weight check. At the time of settlement, these tissue copies, as well as the originals held by the farmers, should be marked "PAID," with a rubber stamp, and for convenience for future reference, it is advisable also to enter the bank check number with which payment is made on each of these tissue duplicates.

In case of applying these weight tickets to the business of a line of elevators, they should be printed in duplicate with a tissue sheet inserted between each couple of originals. Then after the day's work is done, the manager at the elevator detaches the second set of tickets and sends them to the main office as a report of the day's work. These three copies are all taken at

MANIFEST OF LOADING.

At.....

Car No..... Initial.....

Loaded with.....

Date Loaded..... Bushels.....

Placed..... Released.....

Inside Measurement of Car.

Width..... Length.....

Depth of Load.....

Capacity of Car..... Order No.....

Side Door Seals..... End.....

DRAFT	C K	WEIGHT	DRAFT	C K	WEIGHT
1			16		
2			17		
3			18		
4			19		
5			20		
6			21		
7			22		
8			23		
9			24		
10			25		
11			26		
12			27		
13			28		
14			29		
15			30		
Total			Total		

Weighed by.....

Agent's Statement of Each Car Loaded.

RADLEY ELEVATOR.

Radley, Ind.,.....190.... No.....

Bought of.....

Gross..... Lbs. of.....

Tare..... Lbs. Price per Cwt.....

Net..... Lbs. Price per Bu.....

Net..... Bus. Amount \$.....

WOODBURY & FILES,

Paid by Check.....

Per.....

No..... Weigher.....

Weight Check in Duplicate.

Date..... Check No.....

Delaware County National Bank

Payable to.....

Amount \$.....

Covering Weight Checks No.....

Bank Check Used in Paying Weight Check.

The stock sheet is another important

Week Ending

Elevator.

Weekly Stock Sheet for Reporting Grain in Store to Headquarters.

record that should be very carefully kept. By going over the weight check books each day, totals of Wheat, Corn, Oats and Rye purchased during the day, are taken and entered on the Stock Sheet. To the total for the week is added the balance brought forward from the previous week, making a grand total, from which shipments for the week should be deducted, and the balance carried forward to the coming week. Shipments can be taken from the Manifests of Loading. This Stock Sheet is very important in case of fire, as it tells exactly stock on hand. It should be verified frequently as possible by actually weighing up the grain on hand. When this amount is too heavy, or there is not time, nor room in the elevator to do this weighing up, then the amount of stock on hand should be estimated carefully as possible, and compared with the Stock Sheet.

For a line of elevators, a general Stock Sheet covering all houses should be kept, and the entries made on this sheet from the Daily Weight Checks sent in from the elevators. Then the totals on this sheet at the end of each week should be compared with the totals on the last elevator stock sheet, and in case of discrepancy, corrections should be made by whichever point is in error.

A Cash Book of simple form should be provided in which to record the transactions done in Cash rather than by check. For line houses the cash report is made daily, or weekly, according to amount of business, and is a copy of the cash book.

The books and blanks thus described afford a system that covered the transaction at our line of houses with very satisfactory results. Repetitions have been avoided as much as possible, and each book or blank has its important place in the whole plan. If properly handled, the book-keeper is always able to tell how the business stands. He has proof of every transaction in case of trouble with a customer, and his records are good in case of fire or other calamity.

Having all the paraphernalia at hand to well and successfully handle the business of a country grain elevator, it only remains for the elevator owner to maintain an abiding faith that the Almighty has not forgotten the sheep of His fold, but will some day lead them from the blistering deserts into pastures green, where the babbling brook babbles with a gentle murmuring, and the alfalfa grows waist high, tender and juicy.

Reparations Granted by Commission.

Reparation of overcharges on shipments of grain and seeds has been granted recently by the Interstate Commerce Commission to Griswold Seed Co., \$36; Vogeler Seed & Produce Co., \$100; Terminal Elevator Co., East St. Louis, \$2 for grain doors; Advance Elevator Co., \$4 for grain doors; R. W. Dockstader, \$16.80, doors supplied to Missouri Pacific for 14 cars; Blodgett Milling Co., \$39; St. Louis Victoria Flour Mills, \$1.50 for grain doors.

The Ohio Department of Agriculture on July 1, reported 2 per cent of damage to clover by white grub.

A Grain Conditioner.

C. A. Dryer of Champaign, Ill., has devised and installed in his elevator a fan attachment to a bin which he has used to advantage in cooling and drying grain. Our Milwaukee correspondent in this number calls attention to the large receipts there of hot corn, and other markets have experienced the same trouble during recent months, notwithstanding the last crop was supposed to have been dried thoroughly before it left the field.

Mr. Dryer has not patented his drier and says that any dealers are welcome to install it. Those who do will not be satisfied until they put in a modern, up-to-date drier, which will take care of all grain, no matter how bad its condition. He attained his results by attaching a blast fan to the bottom of the grain bin in the elevator of Dryer & Burt. When the proper wind trunking is installed, a 30-inch blast fan can be used for sending a strong current of air into different bins, one at a time. This size fan is that to be sufficient to supply air current for bin 12x12 ft., for 25 to 50 ft. of grain, by running it at a speed of five to six hundred revolutions per minute.

Mr. Dryer claims that oats treated to strong air current will not bin-burn, and that by removing the surplus natural moisture the time required for the oats to go through the sweat is reduced 40 to 60%. The air chamber in bottom of bins has a wire screen top but no bottom, so that the air current may pass in all directions. Our cross section view of bin and air chamber shows the top of the air chamber to be in the form of a tri-angle, the wire screen being supported by 2x8 in. boards.

Bluegrass seed is said to have been damaged 20 per cent by the June rains.

Lansing, Mich., July 7.—The condition of clover sown this year is 96 per cent.—F. C. Martindale, sec'y of state.

A Michigan Central freight train left the tracks at Vassar, Mich., recently and piled several cars into the Sioux City Seed & Nursery Co.'s elevator, partly wrecking that structure.—B.

West Branch, Mich., July 8.—In the northern part of the lower peninsula of Michigan the acreage of mammoth red clover to be cut for seed will be decreased 30 to 35 per cent. The average and aggregate yield of this seed will not exceed 50 per cent of that of 1908. This condition is probably due to the 11 weeks' drouth of last fall and summer. The buckwheat acreage has been increased about 40 per cent.—E. E. Evans.

Seeds

The Callan pure seed bill passed by the New York Assembly failed to become law, as it was not signed by Governor Hughes.

The Ohio Seed Co., of Toledo, O., has discontinued business. Herman Phillips is now identified with the Henry Phillips Seed Co.

Enforcement of the Tennessee pure seed law was postponed from June 1 to July 1 by John Thompson, Commissioner of Agriculture.

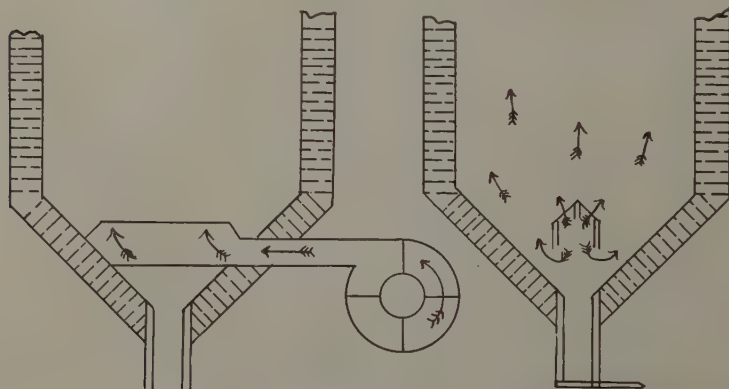
The germination of seeds after having been kept 87 and 105 years is reported by Dr. R. F. Blackman, of the Royal Institution, London.

The S. F. Leonard Seed Co. has completed a new warehouse at Columbus, Wis. The building is 48x87 ft. and 1, 2 and 3 stories high.

We consider the free distribution of seeds by the government as a discrimination against a certain class of merchants and an enormous business evil. It is just as much discrimination against merchants for the government to supply common seeds free, as it would be for the authorities to supply clothing for the asking.—Watson S. Woodruff, Orange, N. J.

Customs officers have received notice from the Treasury Department at Washington that "At the request of the Sec'y of Agriculture, it is directed that until July 1, 1910, 2-ounce samples of all importations of 100 pounds or more of grass, clover, and forage-plant seeds be prepared at the earliest practicable date after entry, and forwarded to the Seed Laboratory, Department of Agriculture, Washington, D. C., labeled with names and addresses of consignors and consignees, name of seed as given in the invoice, and quantity of the consignment."

Stockholders of the D. M. Ferry & Co. of Detroit, held a special meeting in the company's offices, recently and ratified the reciprocation of the company for a period of one year. The big seed concern was incorporated in 1879 and its thirty-year limit expired several days ago. The officers of the concern are: Pres. and general manager, Lem W. Bowen; vice pres., H. K. White; treas., Dexter M. Ferry; Sec'y, K. B. White; auditor, A. E. F. White. It is said there is a sentiment among some stockholders that a more detailed statement of the company's physical assets should be available, than is contained in the usual annual statements. There is no thought of questioning the accuracy of the statements made, but more information is desired. This sentiment did not make itself apparent at the meeting, but it was said to have been the principal reason why the company was only reincorporated for one year. The movement for more information as to the value of the stock has its inception in the opinion of some of the stockholders that the capitalization should be larger than it is. It is thought the capital might easily be placed at \$1,500,000 or even \$2,000,000, instead of the present \$800,000. The shares of the company are par at \$25 and they are said to have earned \$18.50 last year. Some estimators of stocks estimate they are worth 10 times their face value. The report of the company shows 27 stockholders, ranging from the holder of 10 shares to the D. M. Ferry estate with 8,400 shares.—B.



C. A. Dryer's Blast Fan Attachment for Cooler Bin.

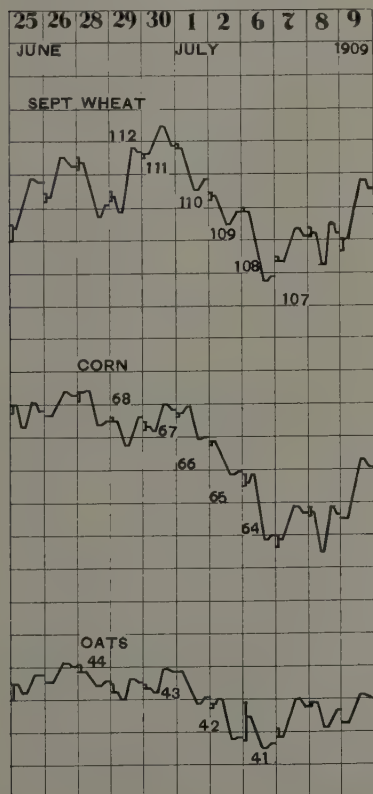
The Springfield Seed Co., of Springfield, Mo., recently re-elected its old officers: R. R. Ricketts, pres.; L. H. Murray, vice pres.; A. S. E. Sanders, sec. and treas. The directors are L. H. Murray, M. C. Baker, A. S. E. Sanders, R. R. Ricketts and M. D. Ricketts.

Columbia, Mo., July 3.—Clover has given a good yield of hay in nearly all parts of the state. A few counties in the north-west and north-central sections have lost practically all the old clover, but the new crop is coming on nicely. Alfalfa has made a very satisfactory yield for the first and second crop. The second crop is now being cut and is giving a good yield. The condition, however, is two points below that of last month on account of heavy rains.—Geo. B. Ellis, sec'y Missouri State Board of Agri.

A seed dealer of Ontario, Canada, writes C. A. King & Co.: Alsike is looking very promising all over Ontario, and a finer show of bloom we have never had. Straw is short, so consequently our yield will be much better than if we had long straw, which lodges and rots on the ground. The first cutting of red clover is about all harvested, but we need rain in the worst way to get the next crop started at once; if it don't soon get a start our prospects are not as good as some time ago; as the seasons are so short, late growth is liable to be caught by early frosts.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to July 10 are given on the chart herewith.



Annual Meeting American Seed Trade Association.

Nearly 100 members were present when Pres. Woodruff called the 27th annual convention of the American Seed Trade Ass'n to order at Niagara Falls, Ont.

Pres. Watson S. Woodruff: Bills regulating the sale of agricultural seeds have been introduced in 1909 and sessions of the following named state legislatures: New Hampshire, Wyoming, North Carolina, North Dakota, Michigan, Missouri, New York, South Dakota, Wisconsin, Iowa, Rhode Island and Minnesota. New Hampshire required a guarantee of the purity and germination of all agricultural seeds; Wyoming a label classifying seeds "pure," "uncleaned," or "mixed."

So many seed bills have been filed, some fairly reasonable in their requirements, but most of them so severe that a contemplation of the effect of such laws, if passed, generally, on the legitimate seed trade is not merely disquieting but is alarming. Within the past year these bills have been introduced in the legislatures of twelve states, and eight states have placed on their statute books so-called pure seed acts.

At a meeting of the Board of Directors of the Wholesale Seedsmen's League in New York on April 1, 1909, to which were invited the officers and members of the executive committee of the ass'n, your president and several members of said committee attending, it was unanimously voted to appoint a committee of five, styled the "committee on legal affairs," to be composed of three directors of the league who shall be members of this ass'n, and the president and two members of the executive committee of this ass'n, and the duties of that committee were carefully and clearly stated.

Curtiss Nye Smith, of Boston, Mass., was considered competent to fill the position of counsel to this committee and to the ass'n, and he was retained from April 1 for one year at a retainer of \$1200 per annum, the expenses and salary to be shared by both ass'ns. The duties of this committee are to acquire prompt knowledge of bills, affecting seed interests, introduced in congress, state legislatures, and to oppose unfair and adverse wise legislation. Counsel shall collect all seed laws, bulletins and cases, prepare opinions and, when asked, conduct legislative hearings. Besides advising the officers of the ass'ns, counsel will advise, without charge, members of both ass'ns on any legal matter pertaining to their business as seedsmen except that debts shall not be collected nor cases tried by counsel except under a special arrangement of fees.

Sec'y C. E. Kendel reported a gain of seven members since the Detroit convention, the present membership numbering 162. As treas., Mr. Kendel reported \$1,445 received from dues and \$350 from initiation fees, the total receipts having been \$1,861.64, leaving a surplus of \$599.77.

L. H. Pammel's paper on "Seed Legislation—Its Uses and Abuses," was read by Sec'y C. E. Kendel.

The following new members were elected: Kirby B. White, Detroit, Mich.; Cargill Elevator Co., Minneapolis, Minn.; Edwin C. Foltz, Louisville, Ky., and D. B. Gurney, Yankton, S. D.; Lyons H. Williams, of Williams Seed Co., Norfolk, Va.; H. A. Sculthorpe, Port Hope, Ont.; Northern Seed Co., Valley City, N. D.

Geo. S. Green, Chairman of the committee on seed legislation, presented a report favoring laws to prevent the importation of adulterated and low grade seeds. European screenings should be excluded. Labeling should not be required for seeds that are above a certain minimum standard.

Chas. N. Page, vice chairman of the committee on legislation, read the report covering state laws, and recommended the appointment of a committee of three to draw up a uniform state pure seed law.

Edgar Brown informally announced

the intentions of the Department of Agriculture with regard to Seed Testing. Dr. H. Jenkins' paper on the work of the National Ass'n of Seed Analysts was read by F. C. Woodruff.

Professor Zavitz of the Ontario Experiment Station read a paper on Root Crops.

Professor L. H. Bailey read a very interesting paper on "Rural Progress." J. C. Vaughan, Chairman of the Committee on Customs, reported that the desired specific duties were in a fair way to be enacted in the Aldrich bill.

A ballot showed a preference for Atlantic City, N. J., as the place for the 1910 convention, and the decision was left to the executive committee.

The annual banquet was held at the Clifton House Wednesday evening. Pres. Woodruff acting as toastmaster. Among those who spoke were, Henry W. Wood, J. C. Robinson, E. L. Page, Geo. S. Green, Kirby B. White, Chas. Dickinson, S. E. Briggs, F. C. Woodruff, C. F. Wood, J. C. Vaughan, Arthur B. Clark, C. N. Smith, Harry L. Holmes and Chas. N. Page. After the banquet an illustrated lecture on Color Photography was delivered in the parlor by J. Horace McFarland.

At the closing session Thursday afternoon the following officers were elected: pres., J. C. Robinson, Waterloo, Neb.; 1st vice pres., M. H. Duryea, New York; 2d vice pres., F. W. Bolgiano, Washington, D. C.; sec'y-treas., C. E. Kendel, Cleveland, O.; asst sec'y, Leonard H. Vaughan, Chicago. Executive committee: W. S. Woodruff, Orange, Conn.; G. S. Green, Chicago; Alex. Forbes, New York; S. F. Willard, Watersfield, Conn.; Charles N. Page, Des Moines, Ia. Committee of membership: Albert McCullough, Cincinnati, O.; E. L. Page, Greene, N. Y.; J. C. Vaughan, Chicago.

Wholesale Grass Seed Dealers Organize.

About 30 members of the American Seed Trade Ass'n attending the convention at Niagara Falls, Ont., met on the evening of June 22 with Chas. D. Boyles as temporary chairman, to organize the Wholesale Grass Seed Dealers Ass'n.

A committee of nine was appointed to report on the advisability of forming such an ass'n; and having reported favorably the following directors were elected: Charles D. Boyles, of the Albert Dickinson Co., Chicago, Ill.; Henry W. Wood, of T. W. Wood & Sons, Richmond, Va.; M. H. Duryea, of Henry Nungesser & Co., New York; Robert Pommer, of D. I. Bushnell & Co., St. Louis, Mo.; Charles Dickinson, of the Albert Dickinson Co.; C. F. Wood, of Wood, Stubbs & Co., Louisville, Ky.; Jos. L. Peppard, of J. G. Peppard, Kansas City, Mo., and Albert McCullough, of J. M. McCullough Sons Co., Cincinnati, Ohio. The board organized by electing Albert McCullough pres., C. F. Wood sec'y-treas., and M. H. Duryea vice-pres.

New Tariffs on Seeds.

Sou Pac, Sup 31 to ICC No. 1957, R R No 113A, alfalfa seed, C L, from Arizona points to Chicago, St. Louis and Missouri River points; effective Aug. 7.

C & N W, Amend 26 to ICC No. 6222, R R No 8300A, timothy seed, C L, from La Crosse, Wis., to Chicago, Ill., 20c; effective, state, July 3; interstate, July 26.

C & A, ICC No 120, R R No GFD5243A, seeds, viz., grass, hungarian, meadow fescue and timothy, C L, from Kansas City, Mo., to Norfolk, Va. (for export), 34c; effective July 27.

Grain Trade News

ARKANSAS.

Stuttgart, Ark.—M. Beck's rice plant burned June 17. Fire believed to be of incendiary origin.

Little Rock, Ark.—In your issue of June 25, page 828, under this heading you printed that I was fined \$25 in police court June 18, on a charge of non-payment of license. This is a falsehood and not the truth, and I shall expect you to immediately correct same in your next edition. Yours truly, A. L. Deibel.—Little Rock, Ark., July 7.—I tried the case of City of Little Rock versus A. L. Deibel and assessed a fine of \$75; but with the understanding that he would appeal the case that the constitutionality of the law might be tested. He appealed the case at my request, and I think he will win. Very respectfully yours, E. R. Ratterree, Police Judge.

CALIFORNIA.

Woodland, Cal.—W. H. Cain has opened a grain buying office.

CANADA.

Maidstone, Sask.—Opportunity to build an eltr. here.—E. D. Earle.

Waseca, Sask.—An eltr. could be built to advantage at this point.—H. B. Rowed.

Calgary, Alta.—The Western Milling Co. will rebuild its eltr. burned recently.

Vancouver, B. C.—K. Burnett, of Nan-ton, Alta., will build an eltr. and a warehouse here.

Hartney, Man.—The Western Can. Flour Mills Co. has bot the Farmers Eltr.; capacity, 70,000 bus.

Melville, Sask.—Davidson & Ford will build an eltr., a flour mill and an electric light plant to cost \$35,000.

Melita, Man.—The Farmers Eltr. Co., Ltd., is arranging to build a 30,000-bu. eltr. beside its present one.

Willow Range, Man.—The eltr. of the Ogilvie Milling Co. burned recently, destroying 13,000 bus. of grain; loss, \$20,000.

Bunclouby, Man.—McCabe Bros. of Duluth have let the contract to Moulton & Evans for a 30,000-bu. eltr. to be erected here.

Russell, Man.—The Western Canada Flour Mills Co., Ltd., is considering building an eltr. at this point on the C. N. R.

Eburne, B. C.—J. C. White of Duluth, Minn., is said to have bot a water frontage here of 400 ft. on which to build an eltr.

Brandon, Man.—The Norris Eltr. Co. has let the contract for the erection of 5 eltrs. along the Alberta Ry. in southern Alberta.

Keeler, Sask.—Owing to good crops on an increased acreage of 35% the Saskatchewan & Western Eltr. Co., Ltd., is building a 28,000-bu. eltr.

Winnipeg, Man.—A car of wheat which had been in store at Ft. William since 1904 was sold recently here as a result of litigation over the B/L. The expense and costs of suit more than equaled the proceeds of sale.

Winnipeg, Man.—The British Empire Grain Co., incorporated; capital stock, \$500,000; incorporators, Alfred P. Stuart, Edward S. Jacques and others.

Port Colborne, Ont.—Ground will be broken in a few weeks for the erection of a \$500,000 eltr. and flour mill on the site of the Eastern Eltr. docks.—C.

Moose Jaw, Sask.—The Ogilvie Eltr. Co. has taken down its old 12,000-bu. eltr. and has begun the erection of a new one, 36x32 ft., of 40,000 bus. capacity.

Vancouver, B. C.—Sites have been applied for on Burrard Inlet and it is the reported intention of the Alberta Pacific Eltr. Co. and the Alberta Grain Co. to build eltrs. there.

Winnipeg, Man.—All the surplus wheat crop of Alberta and a great portion of that of western Saskatchewan will seek an outlet next fall and winter via Vancouver.—Bruce McBean.

Saskatoon, Sask.—The points already mentioned for the string of eltrs. the Western Eltr. Co. will build east and west of this place are Sutherland, Floral, Duval, Southey and Cory.

Brandon, Man.—Joseph H. R. Gillespie, contractor; Clarence E. McKay, grain merchant; and others have organized the Export Grain Co., Ltd., capital stock, \$200,000; headquarters here.

Calgary, Alta.—The Cummings Grain Co., Ltd., incorporated; capital stock, \$150,000. All the directors reside in Winnipeg; Wm. K. Chandler, Hugh Phillips, Robert J. McClellan and others.

Winnipeg, Man.—The directors of the Manitoba Grain Growers Ass'n held another conference recently with Premier R. P. Roblin on their pet project for the government ownership of grain eltrs.

Fort William, Ont.—Hearing of the complaint by the Dominion Millers Ass'n and the Grain Growers Ass'n against terminal eltr. charges here was set for July 6 by the Dominion Railway Commission.

Winnipeg, Man.—The Canadian Eltr. Co. announces that it will build at Laura, Tassier, Harris, Zelambia, Hepburn and Waldheim on the Canadian Northern and has others in contemplation on the G. T. P.

Winnipeg, Man.—D. Horn, chief grain inspector of Manitoba, is reported to have said in Liverpool recently that there was danger of wheat heating and spoiling in transit if shipped west of Pacific ports, because of the warm climate.

Yorkton, Sask.—The Board of Trade has an offer from the Nels Enge Grain Co. of Minneapolis to build a 150-bbl. oatmeal mill here, to cost \$24,000, provided stock to half the value of the actual cost of construction is raised.

Montreal, Que.—Capel Tilt, mgr. of the James Carruthers Co., has returned from a trip over the Grand Trunk Pacific, looking up eltr. locations. The company has decided to build 40 houses. It now has two gangs at work to build until snow flies and then begin again next year. The new line will not be known as the James Carruthers eltrs., but will have some short, distinctive name with probably a sign to distinguish them at a glance.

Rouleau, Sask.—The Conover Eltr. Co. is building an 80,000-bu. eltr. to cost \$15,000, to replace that burned recently. This is the largest eltr. between Calgary and Winnipeg. C. A. Maden has charge.

Stonewall, Man.—Farmers have organized a company to buy and operate the mill and eltr. of Mr. Lobb, who made them an offer to take half the stock if they formed a company and manage the business for them; or, put up \$4,500 and the eltr. and handle the grain at one cent per bu. or buy the grain outright.

Fort William, Ont.—The 1,000,000-bu. concrete annex for which the Consolidated Eltr. Co. has let the contract to Jas. Stewart & Co., as stated in this column June 25, will be almost a duplicate of its old tile eltr. It will have 24 bins 21x90 ft. and the interstices in the storage part and 12 bins with interstices in the working part. Four 36-inch rubber conveyor belts will run above the bins, 1 of the same width will be used in transferring grain from old house to annex and two 30-inch rubber belts will be used in the basement. Five legs of large capacity will be installed. Electric power will be used; 19 motors will be installed.

CHICAGO.

The Board of Trade was closed July 3 and 5.

Selden F. White has gone with Logan & Bryan.

No wheat was delivered on July contracts the first delivery day of the month.

Eltrs. of 17,000,000 bus. capacity have been made regular for a year from July 1.

The Illinois Broom Co. will erect a modern factory on a site just purchased, 148x76 ft.

Striking grain handlers at South Chicago have gone back to work at all the eltrs. Both sides made concessions.

The first car of new wheat was received at Chicago July 6, by Wade & Johnson, from Indiana, and was inspected no grade.

M. E. Cooke on June 30 bot 4,000 bus. of No. 2 white Pacific wheat from Twin Falls, Idaho, at \$1.40 per bu., the freight being 36 cents per bu.

W. W. Tracy, F. W. Parker and R. D. Covington, members of the defunct firm of Tracy & Co., have been suspended from membership in the Board of Trade for debt.

Marion Edward Geer of M. E. Geer & Co., Pittsburg, Pa., was expelled from membership in the Board of Trade June 29 for giving the quotations to bucket-shops.

Construction on a portion of the plant of the Corn Products Refining Co. at Argo has been delayed by quarrels between labor unions. The carpenters declare that the work of installing conveyors should be done by them and not by the machinists.

Geo. C. Sanborn, who retired from the Board of Trade a few years ago, died June 28 in a sanitarium. For many years he was manager of the cash grain department for two leading firms. Since his retirement he had been managing a Mexican plantation.

Samuel E. Baker has resigned the position of financial mgr. for Bartlett, Patten & Co., after having been connected with this firm and its predecessors for 22 years. With his son he will retire to Jerome, Ida., to operate irrigated lands. Stewart L. Moore, who has had charge of the firm's New York office, will succeed Mr. Baker.

Lippert Grain Co. incorporated to deal in wheat, corn, oats, rye, barley and other farm products; incorporators, Jos. J. Lippert, Wm. J. Farrell, and James H. Frawley.

Eben Ryder died recently at Atlantic City, N. J. He was one of B. P. Hutchinson's leading brokers. On a sale of 500,000 bus. wheat Mr. Ryder over night made a profit of 40 cents per bu., or \$200,000, the largest over night profit ever made in the grain trade.

Gerhard J. Siebens, manager of the Siebens Grain Co., Decatur, Ill., on July 6, was expelled from membership in the Board of Trade for uncommercial conduct. He was charged with having manipulated weighing tickets and with having traded on customers' margins.

A petition has been circulated asking that trading in "ups" and "downs" be discontinued. Members of the Board congregate in the smoking room after the close of the market each day and deal in privileges, but the Board has not hereby endorsed this trading. If denied the use of the smoking room the privilege crowd probably would resume their former methods of dealing on the curb and in Milwaukee.

Henry A. Towner, one of the oldest members of the Board of Trade, died July 1 at his home in Highland Park, aged 77 years. He was born at Batavia, N. Y., came to Chicago in 1852 and entered the employ of Dole, Rumsey & Co., and later was admitted to partnership in the firm, which had become Rumsey Bros. & Co. He never was in business with I. P. Rumsey nor was he a member of the firm of Rumsey & Co. In 1858 he was married to Miss Theodora R. Turner, who, with four children, survives.

Membership in the Board of Trade has been applied for by Washington Flexner and Sherman Saunders. Application for transfer of membership has been applied for by William D. Hutton, Lewis E. Howard, Charles C. Rubins and the estate of Nicholas A. Duff. The directors recently admitted to membership Warren E. Morris, Edward T. Campbell, Frank N. Thayer, Edgar D. Risser, Edward E. B. Adams, Lee W. Pardridge, and Thomas A. Grier. The board of directors bid \$2,250 for a membership.

Daniel L. Seymour, for many years a well known member of the Board of Trade and long connected with the grain department of the Armour Grain Co., died in Paris, June 29, while on a European trip. He had retired about ten years ago, owing to an affection of his eyes that threatened his sight. He has a number of relatives here, among them his brother Mayo, who was one of the oldest members of the Board of Trade until his retirement some years ago, and another brother, Thomas H., who has held his membership continuously for 50 years.

Social and business relations with members of other exchanges are to be cultivated by the Board of Trade. It is likely the members of outside exchanges will be the guests of the Board at a contemplated entertainment. A committee to further these social relations has been appointed by Pres. Bunnell, and is composed of J. C. Murray, James Bradley, James Pettit, H. N. Sager, C. B. Pierce, W. N. Eckhardt, George E. Marcy, F. B. Rice, H. A. Rumsey, W. H. Lake, D. J. Murphy, S. P. Arnot, Fred Paddleford, J. E. Bennett, D. A. Noyes, J. M. McClean, D. H. Harris, C. W. Buckley, H. Boore, O. E. Moody and C. D. Michaels.

A. F. Walthier of Englewood, whose eltr. burned June 21, will erect a large and more substantial building than that destroyed. He has established temporary offices near his former office, and on some lots he owns, having 150 ft. frontage on Wentworth Av., he has built temporary storehouses to handle grain and feed-stuffs until he can adjust his insurance.

Proposed changes in the rules for grading wheat were fully discussed June 30 at a meeting of grain dealers with the Illinois Railroad and Warehouse Commission. Mixtures of winter wheat with red wheat were considered, the old rules permitting the working off of the cheaper kind in mixtures much to the dissatisfaction of buyers. The new rules for grading wheat at Chicago are published in another column of this number.

Since the dockage on cars of grain unloaded into eltrs. at this market was abolished several years ago some of the houses have been having a twice-yearly shortage of 200 to 400 bus. These shortages are settled by the regular eltrs. buying sufficient of their receipts and having them canceled "for shortage" by the state grain registrar. But the recent shortage of 6,219 bus. No. 2 hard winter wheat canceled by one of the eltrs. at South Chicago may have been due to a leak of some kind.

COLORADO.

Fort Morgan, Colo.—The Platte Valley Mfg. & Eltr. Co. is installing an Avery Automatic Scale.

Holyoke, Colo.—The McKibben Grain Co. is installing a 750-bu.-per-hr. Avery Automatic Scale.

Fort Collins, Colo.—The city council has passed an ordinance forbidding the operation of bucket-shops, and providing a fine of \$100 to \$200 for each day the bucket shop shall be maintained.

Denver, Colo.—J. D. Best & Co. are defendants in a suit for \$8,408 damages brought by the Harrington-Plummer Mercantile Co., which alleges that defendants adulterated corn chop with salt. A dairyman who had bot chop of plaintiffs recovered \$500 damages on account of the salt in the feed. Plaintiffs allege their agreement with Best & Co. was for grinding of whole corn into chop, and that the adulteration was a conspiracy to defraud them and cause them to lose customers.

IDAHO.

Midvale, Ida.—I. R. Smith, owner and proprietor of the recently completed Midvale flouring mill, will build concrete grain storage tanks of 100,000 bus. capacity.

Post Falls, Ida.—The Washington Water Power Co. has bot all the property of the Cable Milling Co. at this point, consisting of grain eltrs., flour mill, water power, railroad spurs, and land adjoining the falls, and will enlarge the plant and operate it by electricity, tho the purchase was made primarily to obtain control of the water power.

Nez Perce, Ida.—The Nez Perce-Rochdale Co., incorporated to build the grain warehouses described in this column June 10. The company, a farmers' organization, intends to enter the warehouse business only this year and buy no grain. It will have warehouse capacity for 150,000 sacks, and expects to handle half of this year's crop. Other warehouses are expected here. Kerr, Gifford & Co. will build a house, while the Vollmer-Clearwater Co. and the Interior Warehouse Co. are considering erecting houses here.

Coeur d'Alene, Ida.—I have located here and have purchased a third interest in the Coeur d'Alene Grain & Mfg. Co., Ltd., that has warehouses in Washington and Idaho. I am manager of the warehouse department.—J. C. Schmidt, formerly of Colton, S. D.

Boise, Ida.—Governor Brady has appointed Eli T. Simmons of Fairview, John L. Woody of Kendrick, and Geo. Cowgill of Grangeville to serve two years as members of the state grain commission, their first meeting being held July 1 at Boise to establish grades of hay and grain handled thru public warehouses.

Meridian, Ida.—J. V. Weckbaush of Denver, is the prime mover in the organization of the Pioneer Grain & Eltr. Co., that has bot old creamery building to use it for a feed mill and temporary warehouse, and will build an eltr. in time to handle this year's grain. The Caldwell Eltr. & Milling Co. has bot a site on which to build a large grain eltr. and warehouse to make this the distributing point for the grain trade of the Boise Valley.

ILLINOIS.

Charleston, Ill.—We have sold our eltr. to Wheatley & Linder.—Whalen Bros.

Mineral, Ill.—The Mineral Grain Co. is installing an Avery Automatic Scale.

Clarksburg, Ill.—J. K. Hoagland has succeeded the Shelbyville Grain & Eltr. Co.

Galva, Ill.—George Miller of Hanover is the new mgr. for the Galva Union Eltr. Co.

Savoy, Ill.—The Savoy Grain & Coal Co. is putting galvanized iron siding on its eltr.

Barrington, Ill.—The eltr. belonging to Plagge & Co. burned recently; loss, \$4,700; insurance, \$3,400.

Bloomington, Ill.—R. C. Baldwin is remodeling his mill and installing an Avery Automatic Scale.

Arenzville, Ill.—The Arenzville-Hager Farmers' Grain Co. has increased its capital stock from \$10,000 to \$20,000.

Burnside, Ill.—The Burnside Eltr. Co. is building a new approach to its eltr., concrete sides, center graded with dirt.

St. Joseph, Ill.—C. H. Peabody, mgr. of the St. Joseph Grain Co., contemplates going to Canada on a pleasure trip.—A. V. Hedge.

Freeport, Ill.—We have let the contract to the Burrell Eng. & Const. Co. to install new machinery in our eltr.—H. A. Hillmer Co.

Swan Creek, Ill.—We are improving our property here and are putting in an automatic scale.—Pratt & Pratt, Roseville, Ill.

Bardolph, Ill.—I have sold my eltr. and grain business to Schenberger & Keyser, of Wakefield, Kan.—A. D. Stamford.—J. M. Maguire made the sale.

Prairie City, Ill.—J. H. Dole & Co. are making extensive improvements on what is known as the North Eltr. under lease to us.—Jackson Grain Co.

Wataga, Ill.—Wataga Farmers Eltr. Co. incorporated to buy, sell and ship grain; capital stock, \$5,000; incorporators, J. E. Williamson, T. L. O'Brien, and F. E. Alexander.

Bellflower, Ill.—Farmers in this vicinity have taken over the eltr. of Bartlett, Patten & Co. and will conduct the business under the name of the W. T. Bradbury Eltr. Co., with Clarence W. Johnson, mgr.

Swygert, Ill.—The Pontiac Farmers Grain Co., that owns two eltrs. at Pontiac and one at Cayuga, has bot the eltr. and warehouse at this station of the Rogers Grain Co.

Cookville, Ill.—Hayward Bros. have about completed their eltr. and it will be ready to handle the new crop. The new eltr. is to replace their plant which was destroyed by fire.

Cairo, Ill.—N. B. Thistlewood & Co. will build a 30,000-bu. eltr. to be completed by Sept. 1. A track has been laid to the site and plans for the eltr. will be submitted to contractors in a few days.

Buckley, Ill.—We expect to take down the old eltr. we recently bot of L. W. Singleton & Co. and build new from the ground up, about 50,000 bus. capacity, work to begin at once.—C. E. Babb & Co.

Ospur, Ill.—J. M. Ledden, W. D. Smart and J. W. Young have formed a company to buy and sell grain. Shipments will begin at harvest and will be made over interurban lines to Peoria, East St. Louis and other points.

Oakland, Ill.—Charles McEwan has bot the eltr. property of W. S. Van Natta, Jr., and has taken possession. Mr. McEwan was formerly in the grain business at Freeland Park, Ind. The deal was effected by James M. Maguire.

Decatur, Ill.—G. J. Siebens has temporarily discontinued business owing to a nervous breakdown. All his accounts have been placed in the hands of W. G. McCollough for collection. Ware & Leland have taken over his wire business.

Watkins sta., Farmer City p. o., Ill.—F. R. Ludwig of the firm of Ludwig & Grady of Champaign, has bot the eltr. here on the Big Four and will operate it under his own name instead of that of Ludwig & Grady, and will leave the former owners in control, as he has charge of the eltr. and other business of Ludwig & Grady at Staleys.

Adair, Ill.—Improvements begun June 1 at the eltr. of the Farmers Eltr. & Produce Co. are progressing satisfactorily. All machinery, with the exception of the engine, will be removed and new installed. When that is done if the engine now in use will not do the work a new one will be installed immediately. The cups on the eltr. belt are to be much larger, 9x12 inches.

Decatur, Ill.—In the construction of its eltr. the Allen Grain Co. is using some lumber and heavy timber from a barn built on the Allen farm by Mr. Allen's father more than 75 years ago. Most of the heavy timber is hewn white oak pinned together with wooden pins and still in excellent condition. Some of the lumber was hauled all the way from Peoria.

Kankakee, Ill.—The transfer house of the Prairie State Eltr. Co. burned on the night of June 30 with 85,000 bus. of grain, mostly corn. The flames were discovered in the cupola at 5:30 by the watchman on his first round. Inside of the drier was burned out; and the oats purifier of brick also is standing, but the smokestack went down. Loss on building \$70,000; insurance, \$55,000. Loss on grain \$50,000, insured. The plant had just been thoroughly overhauled in readiness for the new crop and the company was preparing for a larger volume of business, and the loss of its facilities at this time is unfortunate. The house had a transfer capacity of 50 cars a day and storage for 150,000 bus. It has not yet been decided whether to rebuild.

Alton, Ill.—The 4 grain tanks for wheat, of 100,000 bus. capacity, which the Standard-Tilton Milling Co. has contracted with the Heine Chimney Co. to erect on the lots the company recently bot on the opposite side of the street from its mill, will be built of vitrified tiles, fireproof, and will be connected with the mill so the wheat can be readily transferred across the street.

Cairo, Ill.—In order to facilitate the conduct of our business our flour and grain business will be conducted under separate management. H. L. Halliday Milling Co. will continue the flour business under the personal supervision of Douglas Halliday. The Halliday Eltr. Co. will conduct the grain business under the personal supervision of H. E. Halliday.—Halliday Milling Co.

Heman sta., Warrensburg p. o., Ill.—Victor Dewein of Warrensburg, who recently bot the eltr. of W. S. Smith of Smith & Scott for \$6,000, already owned one eltr. at this station, and was also in the grain business at Warrensburg, having succeeded Faith & Dewein; but as the grain business here was not sufficient for two competing firms, the deal was made as noted in this column June 25. Mr. Armstrong, who conducted the business for Mr. Smith, will remain with Mr. Dewein.

New members who have recently joined the Illinois Grain Dealers' Ass'n are: Boston & McClelland, Dwight; W. S. Cowen, chief grain inspector, Chicago; M. S. Cummings, Langley; John Fryer, Sas Jose; J. M. Green & Co., Wapella; J. K. Hoagland, Clarksburg; J. W. Hoffman & Co., Mackinaw; Ludwig & Grady, Staley's; Newman & James, Maroa; Rees & Powers, Broadmoor; W. E. Rich, Kankakee; Rich & Ferris, Reddick; J. H. Rosentiel, Stockton; and W. S. Russell, Alton.

Pontiac, Ill.—The many friends of Sec'y S. W. Strong of the Illinois Grain Dealers Ass'n, will regret to learn that he met with a very serious accident, shortly after the Annual meeting, and will be confined to the house for at least one week more. Mr. Strong, in his eagerness to capture new members, as instructed by the Board of Directors, got to running down hill so fast, on the scent of the non-member, that he couldn't stop, except by turning over his left ankle. This resulted in a serious sprain, since which time he has been on crutches.

Peoria, Ill.—Owing to the recent death of William Moschel and the retirement of Mr. E. Roberts from active business, the Mosiman Grain Co. has succeeded Roberts, Moschel & Mosiman, who for 35 years were an important factor in the grain business of Peoria and vicinity. Samuel Mosiman is head of the new firm. Associated with him are H. G. Dodds and E. M. Moschel, both of Morton. Offices will be continued in the Board of Trade bldg., in charge of Mr. Mosiman. The 10 country stations will be conducted under the name of Moschel, Dodds & Co.

INDIANA.

Petersburg, Ind.—Miss Clyde Jackson has opened a sack exchange.—C.

Petersburg, Ind.—Harry Haines, son of S. J. Haines, has embarked in the grain business.—C.

Darlington, Ind.—The eltrs. of Malsbury & Cox has been thoroughly repaired and recovered with corrugated, galvanized iron.

Waynetown, Ind.—We will put in a new boiler and overhaul all machinery.—Waynetown Grain Co.

Petersburg, Ind.—The grain firm of Gladish & Gladish has discontinued.—Miss Clyde Jackson.

Union City, Ind.—The Pierce Grain Eltr. Co. is putting in 4 overhead dumps purchased from the Philip Smith Mfg. Co.

Evansville, Ind.—The Akin-Erskine Milling Co. and Igleheart Bros. recently finished large steel storage tanks.—C.

Evansville, Ind.—The Paul Kuhn Co. has succeeded the Bartlett-Kuhn Co., Paul Kuhn having bot the Bartlett interests.—C.

Marco, Ind.—The Marco Eltr. Co. incorporated to deal in grain; capital stock, \$10,000; incorporators, J. L. Morgan, J. G. Hermann, and C. W. Church.

Spencerville, Ind.—L. W. Steward of this place intends to build an eltr. here at once, and has leased the same to us.—Nathan & Levy, Fort Wayne, Ind.

Valparaiso, Ind.—The Valparaiso Grain & Eltr. Co. has increased its capital stock by issuing 200 shares of preferred stock at \$50 each, to enlarge its eltr. and mill.

Welborn sta., Upton p. o., Ind.—A. Waller & Co., large grain handlers of Mt. Vernon, Ind., and Henderson, Ky., are building a warehouse at this station near Evansville.

Dyer, Ind.—The L. Keilman Co. incorporated to construct and operate grain eltrs.; capital stock, \$5,000; incorporators, Leonard, J. L., and H. L. Keilman, Peter Gettler and H. F. Kalvalage.

Terre Haute, Ind.—The Henry Co. incorporated to build and operate grain eltrs. and flour mills; capital stock, \$100,000; incorporators, Geo. E. and Thomas O. Henry and Charles A. Gordon.

Fowler, Ind.—Wilbert Hawkins is putting in a dust collecting system, new dust house, two 18x7 transfer legs, all to be completed in time for handling new oats. Fred Friedline & Co. are doing the work.

Indianapolis, Ind.—The John Wilson Grain Co., recently organized, has now been incorporated with \$10,000 capital stock. In this column, June 25, the name was incorrectly stated as John White Grain Co.

Millville, Ind.—The statement in this column June 25 that we had sold out to Benton Woodard is a mistake. Benton Woodard is a scoopshoveler of Dublin, Ind. We have not sold out.—S. D. Wisehart & Sons.

Vincennes, Ind.—The steel covering has been placed on the eltr. under construction for the J. & S. Emison Co. to replace the one burned six months ago. The mills are rapidly nearing completion, and the plant will soon be in operation again.

Hamlet, Ind.—I recently purchased the eltrs. of M. T. Dillen here and at Tefft, Ind., and have already bot two loading-out scales to be installed at eltr. head. I also expect to build new feed and seed room at this point during the summer.—E. Ward Moore.

Inglefield, Ind.—Daniel W. Fairchild, of Evansville, has been appointed receiver for the Inglefield Milling Co. that has flour mills and eltrs. here and offices at Evansville. The plant will be sold to make settlement with the creditors. The company's embarrassment is understood to have been caused by inability to get wheat to make flour for the last 3 months.

Muncie, Ind.—Eastern Indiana Grain Dealers held a meeting here Thursday evening, July 1, with a fair attendance and a profitable session. Representatives present from Union City, Red Key, Winchester, Parker, Muncie, Daleville, Frankton and Indianapolis. P. E. Goodrich acted as chairman.

Beesons sta., Milton p. o., Ind.—A 3-story grain eltr., 40x50 ft., is being erected on the Big Four right-of-way for J. R. Stafford, the Muncie grain dealer who is interested in several Indiana eltrs., and Timothy Connell of Milton, who have formed a partnership to operate grain houses here and at Milton. The Big Four has completed a switch to the eltr. that will be pushed to completion to handle the new crop.

Elizabethtown, Ind.—The eltr. of A. R. Anderson, now under construction, is 70 ft. high and will be 40 ft. square when completed, wareroom and office 36 ft. square. Eltr. will have a capacity of 15,000 bus. and cost \$6,000 fully equipped. Gasoline will be used for power. The new building is on the site of the old mill that burned last August. Mr. Anderson expects to have it finished in time to handle new wheat.

Scottsburg, Ind.—Fire discovered about 3 o'clock in the morning of June 30 completely destroyed the building occupied by the Scottsburg Grain Exchange, belonging to Warren A. Smith, with several carloads of grain, flour and feed. Loss \$18,000 with about a third insurance. The Scottsburg Grain Exchange recently bot the business of W. A. Smith & Son, and the plant was overhauled and improved. The fire is believed to be of incendiary origin, as this is the third heavy fire loss Mr. Smith has sustained within 8 months, aggregating about \$30,000.

IOWA.

Marshalltown, Ia.—W. H. Sloppy is planning a new 25,000-bu. eltr.

Milton, Ia.—O. A. Talbott & Co. are erecting a new grain storage building.

Gilmore City, Ia.—The Gilmore Grain & Elter Co. will install a Hall Signaling Grain Distributor.

Grundy Center, Ia.—H. Frerichs has succeeded H. Frerichs & Bro. in the grain and coal business.

Chapin, Ia.—The Farmers Eltr. Co. has let the contract to W. N. Claus for the erection of a new 25,000-bu. eltr.

Rutland, Ia.—Thos. Ferris of this place has bot and on July 20 will take possession of A. T. Montgomery's eltr.

Blencoe, Ia.—G. C. Losch, who has been mgr. for the Updike Grain Co., will go to Idaho to manage an eltr. for his father.

Walker, Ia.—The Farmers' Eltr. Co. has let the contract for an eltr. of 25,000 bus. capacity, with up-to-date equipment.

Livermore, Ia.—W. L. Johnson has resigned as mgr. of the Farmers Eltr. Co., to take the management of an eltr. in Bombay, Minn.

Rockwell City, Ia.—Geo. R. Frost has become the owner of the mill and eltr. of W. S. DuBois, trading in on the deal 120 acres of land.

Kellogg, Ia.—The Farmers Eltr. Co., which recently purchased the eltr. of I. L. Patton & Sons, for \$6,000, took possession July 1.

Aurelia, Ia.—Alex. Fraser, one of the oldest grain buyers in this part of the state, has bot the property here of the Western Eltr. Co.

Stratford, Ia.—The Stratford Grain & Supply Co., whose eltr. is under construction, has engaged Orin W. Cline of Pilot Mound as mgr.

Manning, Ia.—H. W. Pollock & Co., incorporated to deal in grain, coal and live stock; capital stock, \$25,000; incorporators, H. W. Pollock, J. M. Albers and others.

Sheffield, Ia.—The Farmers Co-op. Society has been incorporated by W. R. Yeland, J. C. Bishel and others, and a contract has been let to W. N. Claus for the erection of a 25,000-bu. eltr.

Lake Park, Ia.—We will tear down our addition and put up 8 cribbed bins 20x30 ft. for small grain, adding 1 stand of eltrs., an automatic scale and steam power to our equipment.—Aug. Sindt.

Donnellson, Ia.—O. A. Talbott & Co. of Keokuk, will build a grain warehouse here to increase storage facilities for Snider & Hirschler, who have been shipping grain to Talbott & Co. for some time.

Macy, Ia.—The Farmers Eltr. Co. of Iowa Falls, that had planned to build an eltr. here but could not obtain a satisfactory lease from the railroad company, has bot the eltr. of B. P. Held and took possession July 1.

Prescott, Ia.—Charles Outhier, who for the past year has operated under lease the eltr. formerly operated by T. A. Caven, retired from that business July 1, to represent Seele Bros. Grain Co., of St. Louis, in southwestern Iowa.

Garrison, Ia.—The Stockdale & Dietz Co. is getting material on the ground to build an eltr. to replace that burned May 10. The Farmers Grain & Lbr. Co. paid \$8,000 for the eltr. property and coal sheds it bot of James Harwood & Sons. It has taken possession and will handle grain, coal, lumber and hogs.

PROGRAM ANNUAL MEETING WESTERN GRAIN DEALERS ASS'N.

The annual business meeting of the Western Grain Dealers Ass'n will be held at the Chamberlain hotel, Des Moines, Ia., Wednesday, July 14. Following is the program:

WEDNESDAY, 10 a. m., JULY 14.
Opening Address—J. A. Tiedeman,

Pres., Sioux City, Ia.
Report of Sec'y and Treas.—Geo. A. Wells, Des Moines, Ia.

Appointment of Committees.
Arbitration Committee Report—Jay A. King, Nevada, Ia.

Discussion.

WEDNESDAY, 2 p. m., JULY 14.
Legislation Committee Report—O. A. Talbott, Keokuk, Ia.

Discussion.
Scale Inspection Committee Report—L. J. Button, Sheldon, Ia.

Discussion.
Grain Improvement Committee Report—M. McFarlin, Des Moines, Ia.

Resolutions Committee Report.
Nomination Committee Report.
Election of Officers.

Adjournment.

All of the time will be given to a discussion of the different propositions suggested by the reports of the committees, and grain dealers will find it well worth their while to attend this meeting for its educational value. It is a strictly business program.

The board of directors will hold a meeting after the adjournment.

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165 Board of Trade CHICAGO



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Harlan, Ia.—The eltr. capacity of the Harlan City Roller Mills has been enlarged and numerous improvements have been made. A concrete engine and boiler house has been completed and a new engine will be installed. A separate building will be erected for feed grinding machinery, and a new attrition mill will be installed.

Council Bluffs, Ia.—The Cavers Eltr. Co. has thoroughly remodeled its eltr. and has just completed a 250,000-bu. addition, thus doubling its storage capacity. By the installation of new and up-to-date machinery thruout the plant it has quadrupled its capacity to handle grain and has made this one of the best transfer eltrs. in the West.

Belle Plaine, Ia.—A. E. Tappan and B. F. Crawford have bot the eltr. and coal sheds of the Western Eltr. Co. and will carry some other lines in connection with grain. Mr. Tappan was formerly mgr. of the Eclipse Lbr. Co. and both men have a wide and valuable acquaintance in this vicinity. The eltr. is new, having been built last winter by the Younglove Const. Co. to replace that burned last fall.

KANSAS.

Gueda Springs, Kan.—M. J. Lane contemplates installing an alfalfa meal mill.

Winfield, Kan.—The Bartlett Grain Co. has installed a 20-h.p. Witte Junior engine in its eltr.

Pratt, Kan.—Earl C. Slaybaugh of the Pratt Mill & Eltr. Co., has moved here from Topeka.

Hutchinson, Kan.—The state grain inspection department has decided to establish an office here.

Marcell sta., Highland p. o., Kan.—J. H. Lynds of Whitecloud, Kan., is building an eltr. at this station.

Washington, Kan.—I have sold my eltr. coal and live stock business to Geo. H. Classen.—F. H. Hoerman.

Wakefield, Kan.—A. W. Schenberger has been appointed mgr. of the Wakefield Grain & Live Stock Co.

Liberal, Kan.—J. R. Bolin has let the contract for a 15,000-bu. eltr. and has broken ground for the foundation.

Dorrance, Kan.—We do not expect to enlarge the eltr. we recently purchased here from M. P. Thielen.—The Western Star Mill Co.

Atchison, Kan.—W. A. and J. W. Blair have bot the eltr. of Greenleaf & Baker and will rebuild it to increase its capacity to 200,000 bus.

Iuka, Kan.—The Bowen Milling Co., of Independence, has bot the eltr. of the Hall-Baker Grain Co. and will have Ed Eggleston as mgr.

Abilene, Kan.—The Hoffman Eltr. Co. is having wagon scales installed in its houses here and at Plainville, by the P. H. Pelkey Const. Co.

Inman, Kan.—The Farmers Eltr. Co. has its plant, consisting of eltr., coal bins, scales and office, practically completed, and values it at \$4,000.

Anthony, Kan.—The Kramer Milling Co. has begun excavations for the foundation of its new 150,000-bu. eltr., including 8 circular, concrete storage tanks.

McPherson, Kan.—Thomas C. Dick of this place will operate the line of eltrs. on the Santa Fe between Ellinwood and Florence, Kan., owned by the J. Sidney Smith Grain Co., of Kansas City, and formerly owned by the Parker Grain Co. of McPherson.

Wellington, Kan.—The Wellington Milling & Eltr. Co. has let the contract to the Joseph F. Wangler Boiler & Sheet Iron Works Co., for a 27,000-bu. steel tank eltr.

Wichita, Kan.—The first car of new wheat was received here July 2, consigned by Nicholas Smith of Riverdale to Kelley Bros. The quality was not the best owing to rains.

Topeka, Kan.—For failure to furnish cars the district court July 2 gave the Star Grain & Lumber Co. judgment against the Santa Fe Railroad for \$816 damages.

Otis, Kan.—The Lindsborg Mill & Eltr. Co. of Lindsborg, Kan., has let the contract for a 30,000-bu. cribbed eltr. covered with galvanized iron, to be built here by the P. H. Pelkey Const. Co.

Larned, Kan.—Fire discovered at 3:30 in the morning of June 27 destroyed the eltr., office and coal sheds of H. E. Hill; loss, \$10,000; insurance, \$4,000. The plant will be rebuilt at once.

Buhler, Kan.—The Farmers Eltr. Co. has remodeled its eltr., put in concrete floors and covered the walls with steel siding. It has also installed a 12 h.p. gasoline engine.—P. T. Nickel, mgr.

Pratt, Kan.—The Farmers' Union Grain & Coal Co. is overhauling its eltr. and putting in automatic scales. Chas. Cooper has been employed to manage the company's other eltr. on the Santa Fe.

Milford, Kan.—Tyler & Co., of Junction City, Kan., have let the contract for their new 20,000-bu. eltr. and storehouse at this point, to the P. H. Pelkey Const. Co., to be completed within 60 days.

Kansas City, Kan.—C. M. Curtis and S. E. Jameson have succeeded H. J. Millsbaugh and J. E. McIntire as weighmasters; and C. D. Yetter has succeeded Samuel McGonigle as collector in the Kansas state grain inspection office.

Bird City, Kan.—The Shannon Grain Co. of St. Joseph, Mo., bot the eltrs. of W. G. and Ed. Lyman, located here and at McDonald and Beardsley, Kan., and took possession June 29. J. W. Hiler managed the deal. Messrs. Lyman disposed of their grain business to devote all their attention to real estate.

Topeka, Kan.—No record has been kept by the state grain inspection department of the issuance of licenses, and Chief Inspector J. T. White will soon issue an order that licenses must be taken out by all public warehouses, with a view to ascertaining whether any of the eltr. operators are operating without license.

Topeka, Kan.—John W. Radford was rearrested recently on the charge of misappropriation of state funds, and the old charge against him will be dismissed. State Accountant Gafford has turned over to Attorney General Jackson a report of his investigation of the accounts of the state grain department. It indicates that Radford is short in the neighborhood of \$10,000. When Radford was first arrested the alleged shortage only aggregated \$418. But the investigation was just fairly begun at that time. A. D. Crotts, chief clerk, made a statement which first caused the attorney general to arrest Radford. At that time it was understood that Crotts had been promised immunity, but the attorney general says this was a mistake; that Crotts was not promised immunity, and that he will be prosecuted along with Radford. The charges on the 3d arrest were filed at Edwardsville, K. n. Hearing is set for July 10.

Leavenworth, Kan.—We are increasing our storage capacity by additional bin room to 35,000 bus.; also increasing warehouse, adding new boilers and getting plant in shape generally.—Leavenworth Milling Co.

Kingman, Kan.—The statement in this column June 25 that the Kingman Ice & Grain Co. had let the contract to P. H. Pelkey & Co., is an error. The contract has been let to W. W. Culver of Wichita, who is doing the work for us, but we will probably change our name later.—Kingman Ice & Creamery Co.

Barnard, Kan.—Our ironclad building, which burned, as reported in this column, June 25, was not grounded and we think there is no doubt it was struck by lightning. The building was burned to the ground, leaving just the concrete foundation and the iron covering, which was heated so hot it was worthless. The wood was cleaned up until hardly a trace could be seen of anything inflammable. We are preparing to rebuild on the same foundation.—Jackman Roller Mills, Minneapolis, Kan.

KENTUCKY.

Clayton, Ky.—McDaniel & White are building a large granary.

Henshaw, Ky.—Wm. A. Johns, a grain dealer well known in this section, was married in Evansville recently to Miss Lista E. Dorris, of that place.

Madisonville, Ky.—Thompson & Hankins have accepted their new grain eltr. from the contractors and have given it a thoro tryout. It has a storage capacity of 20,000 bus.

Louisville, Ky.—To provide for the appointment of a state grain inspector at Louisville, Commissioner of Agriculture Rankin of Frankfort has asked the atty-gen. for a ruling on section 1491 of the Kentucky statutes, which reads: "The Commissioner of Agriculture shall appoint an inspector, weigher and registrar for the warehouses in the city and fix their duties, the amount and kind of bond to be given by them, and their fees, which shall be paid by the seller, and the Board of Trade shall, at least once in every year, establish standard grades of the various kinds of grains, by which the inspectors shall be governed in their inspection; but any warehouseman, seller or buyer or other person in interest, may, on summary complaint to the Circuit Court of the county, obtain a reduction of the fees if in the opinion of the court they are exorbitant, etc." Former Commissioner Vreeland believes that the law can not be enforced as no penalty is provided.

LOUISIANA.

Belle Alliance, La.—The Goyer Alliance Refining Co. is out of business.

NEW ORLEANS LETTER.

H. G. Morgan, Jr., has been admitted to membership in the Board of Trade.

In their campaign to get the same transit privilege on rice as is enjoyed by Texas mills local rice millers have had some support from the roads. Further action has been postponed until the outcome of the answer by the Morgan lines to the Houston millers July 10.

An effort will be made to have the Texas Pacific put in a lower rate on Louisiana corn to this market. Better rates to New Orleans territory will be demanded by the transportation department of the Board of Trade, as it is believed other grain shipping centers sell in this territory because of their more favorable rates.

Exports of grain from New Orleans during the 10 months prior to July 1 consisted of 2,505,083 bus. of wheat and 4,145,807 bus. of corn against 4,668,371 bus. of wheat and 3,786,154 bus. of corn during the same period of the previous grain year, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade. These figures show a decrease in wheat shipments and an increase in corn. Not a bushel of export wheat left the port of New Orleans during the months of May and June, and but one cargo of corn in May and one of 33,196 bus. in June, both bound for Liverpool, tho 170,621 bus. of wheat were on board ship in June, but not cleared.

MICHIGAN.

Vestaburg, Mich.—The Vestaburg Eltr. Co. incorporated; capital, \$10,000.

Kinde, Mich.—The Wallace Co. has bot 2 Hall Signaling Grain Distributor for its eltr.

Forest Hill, Mich.—It is reported that L. B. Leonard whose eltr. was destroyed by fire last Fall will rebuild.

Allegan, Mich.—E. F. Sherman's eltr. burned on the afternoon of July 7. Loss, \$10,000; some insurance.

Conklin, Mich.—I am the only grain dealer in town; capacity, 6,000 bus.—F. E. Haas, successor to Conklin & Wallace.

Brown City, Mich.—The Valley Grain & Hay Co. has succeeded the Brown City Grain Co.—Augustus Martus, sec'y Eureka Mfg. & Eltr. Co.

Lake Linden, Mich.—This town has no eltr. or wholesale grain house. I do only a retail business. Wholesale houses in this vicinity are in Houghton, Hancock and Calumet.—Juste G. Joyal.

Cassopolis, Mich.—The Michigan Central Eltr. here was burned on the night of July 3. The fire burst out of the cupola and was caused by lightning. Loss, \$5,000. The house contained no grain.

Eaton Rapids, Mich.—Homer Mitchell, employed at the bean eltr. of Strong & Nix, was caught in the machinery recently and badly bruised. He was rescued by two of his fellow workmen, who heard his cries for help.

Detroit, Mich.—There has been more contracting in grain lately than actual current business. The crop prospects are fine and prices are getting low enough to make grain attractive to Eastern buyers.—A. S. Dumont.

Leslie, Mich.—The Leslie Eltr. Co. incorporated; \$20,000 capital. The S. M. Isbell Co. is interested in this enterprise; and M. P. Compton and Geo. Rumsey are members of the firm. Work on the company's new eltr. is being pushed rapidly. July 1 the building had reached the second story.

Detroit, Mich.—The Board of Trade has adopted the uniform grade rules approved by the Grain Dealers National Association. We are glad to adopt them and hope all Boards of Trade will do the same. The past year has been free from complaints relative to weighing and inspection.—F. W. Harrison, Chief Inspector.

Vassar, Mich.—The Vassar Hay & Produce Co. will remodel its entire plant into a grain eltr. Plans for the changes, furnished by Clarence L. Cowles, call for a building 30x100 ft. Machinery for the eltr. will be installed by A. T. Ferrell & Co. The company's present business will be enlarged to include grain and bean storage.

Alma, Mich.—The Alma Eltr. Co. loves the beautiful. It has partially surrounded its eltr. with plots of blue grass, in which are blooming beds of geraniums and the porch of the eltr. is covered with pots filled with pretty flowers, forming an attractive picture for lovers of flowers.

Detroit, Mich.—I have been out in an auto in the territory near Detroit and I never saw prospects for crops so fine. The wheat fields look as if each individual stalk had been cultivated. I am not pleased that this market has adopted the uniform grade rules, for we handle only high class grain and I do not believe the rules are rigid enough.—J. T. Shaw.

Detroit, Mich.—At a recent conference of shippers here resolutions were adopted denouncing the plan of the Interstate Commerce Commission to adopt uniform demurrage rules. The Michigan debit and credit plan is wanted. In this state a receiver has three days to unload a car and if he does the work in less time, he gets credit for it on the next. If a car is unloaded in two days, the receiver has four in which to unload the next one.

MINNESOTA.

Breckenridge, Minn.—Kelly Bros. eltr. is going up rapidly.

Balaton, Minn.—H. A. Tate has charge of the eltr. of Geo. A. Tate.

New London, Minn.—The New London Milling Co. will build an eltr.

Pipstone, Minn.—I. L. Demaret will be mgr. for the farmers' company.

Jackson, Minn.—A farmers' co-operative ass'n has been organized here to buy grain and stock.

Lamberton, Minn.—I have quit the grain business.—G. A. Koenig, formerly mgr. Farmers Eltr. Co.

Eden Valley, Minn.—Leo Settler has succeeded his brother Andrew as buyer for the Osborne-McMillan Eltr. Co.

Milan, Minn.—The eltr. of the Victoria Eltr. Co. is being taken down to be removed to Craven near Aberdeen, S. D.

Kenyon, Minn.—C. C. Roe has succeeded Wm. Shepard, resigned, as mgr. for the Kenyon Farmers' Merc. & Eltr. Co.

Murdock, Minn.—I have sold to the recently organized farmers' company, of which Leonard Berstrum is pres.—E. E. Smith.

Pennock, Minn.—"The Farmers Eltr. Co.," organized June 19, will either buy or build an eltr. John P. Larson, pres.; J. L. Jarrett, temporary sec'y.

Lowry, Minn.—The Lowry Farmers Eltr. Co. has appointed a committee to negotiate with the Osborne-McMillan Eltr. Co. for the purchase of its eltr. to remodel it into a warehouse.

New London, Minn.—The New London Farmers Eltr. Co. incorporated with a capital of \$10,000 by S. H. Stauffer of New London, Peter Skoglund and Lars Nelson of Spicer and others.

Dawson, Minn.—The Great Western Eltr. Co. will wreck a portion of its old plant and build an up-to-date eltr. When completed the plant will have a capacity of 30,000 bus. C. E. Bird & Co. have the contract.

Pipstone, Minn.—J. L. Denhart of this city has bot the three eltrs. of W. I. Thompson of Madison, S. D., located at Trent, Egan and Colman, S. D. Mr. Denhart intends to establish headquarters here, and will probably buy more eltrs.



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Lynd, Minn.—The Lynd Farmers Eltr. Co. incorporated with a capital of \$10,000 by Frank Greve, Frank V. Harris, Walter E. Robertson and others.

De Graft, Minn.—A farmers' eltr. company has been organized by Frank Armstrong, P. W. Bresnahan and others. They intend to buy one of the eltrs. already here.

Morton, Minn.—The eltr. owned by the Security Eltr. Co. of Minneapolis and leased by the Morton Merchants' Milling Co., burned July 3; loss, \$5,000. Volunteer firemen at great risk carried a 40-gal. gasoline tank from the burning building and saved other property.

St. Hilaire, Minn.—The Farmers Eltr. Co. has been organized with E. Enright pres. and N. A. Nelson, sec'y. They expect to be ready for business when the crop begins to move in the fall. They have purchased the Holmes Eltr. operated by the St. Anthony & S. Dak. Eltr. Co.

St. Paul, Minn.—The St. Paul Board of Trade has split, a majority of the members who deal in hay having withdrawn to form the St. Paul Hay & Grain Board with headquarters in the Gilfillan block. Frank Brings is pres., C. F. Hubbard, vice pres., W. H. Jones, sec'y, and J. A. Tierney, treas., of the new organization. The St. Paul Board of Trade will continue in existence.

Mazeppa, Minn.—Theo. Maas who represents the R. E. Jones Co., had a narrow escape recently while at work with a crew of men taking down the eltr. In prying off a heavy 30-ft. timber it swung in a different direction than he had anticipated and fell his way. While trying to avoid it he fell into a manhole, where the timber struck him a glancing blow on the head and shoulders that knocked him senseless and kept him in bed a couple of days, bruised and sore but happy that no serious injuries were discovered.

MINNEAPOLIS LETTER.

The T. M. McCord Grain Co. has been incorporated with a capital of \$50,000 by Harold D., Thomas H. McCord and Arthur E. Cobb.

The Washburn-Crosby Co. is making some changes in the receiving pits at its million-bu. fireproof eltr. Moulton & Evans have the contract.

The first to arrive sale of the new crop of wheat was made June 30, by the Huhn Eltr. Co. to Gregory, Jennison & Co., of 1,000 bus. for September at \$1.15.

S. R. Norris, mgr. of the Minnesota Grain Indemnity Co., has disappeared, leaving no assets to be distributed among the hundreds of investors who had put in \$125,000 in sums ranging from \$25 to \$8,000.

After several weeks' search the detectives of the Chamber of Commerce and the Western Union Telegraph Co. have found the leak by which the bucket-shops have been getting the grain market quotations. A chief operator and three linemen have been discharged. It is not known whether the chief operator was discharged because he conspired with the bucket-shop operators or because his honesty in exposing attempts to tamper with the wires spoiled the graft that other officials of the company may have been enjoying.

MISSOURI.

Kansas City, Mo.—The Moore-Lawless Grain Co. has increased its capital from \$20,000 to \$30,000.

Salisbury, Mo.—The Salisbury Milling Co. and the Model Milling Co. are installing Avery Scales.

Kansas City, Mo.—Oliver Denton of the Denton Grain Co. of Leavenworth, Kan., has bot the Kansas City Board of Trade membership of the late M. S. Grier.

St. Joseph, Mo.—The Elwood Grain Co. is defendant in a suit for \$1,800 brot by Barnett & O'Neill of Alexandria, La., who allege failure to deliver grain on contract.

Louisiana, Mo.—Charles Richard Shaw, president of the Shaw-Garner Co., died at his home here, June 19, aged 55. His body was interred at Summer Hill, Ill., his birthplace.

Kansas City, Mo.—W. P. Trickett, formerly commissioner of the transportation buro, was thrown from his horse recently and received a concussion of the brain, rendering him unconscious.

Kansas City, Mo.—The first car of new wheat was received at this market June 25 by the Home Grain Co. from Groseclose & Son of Waukomis, Okla. The wheat graded No. 2 hard and was sold at \$1.34.

Centertown, Mo.—K. I. Mahan of Eugene, Mo., J. J. Chambers, B. W. Lansdown, and W. A. Stark of this place have purchased the old mill here, also the eltr. of J. J. Chambers, which they will operate in connection with the mill, under the firm name of the Mahan Milling & Eltr. Co.

Boonville, Mo.—The eltr. of the Boonville Eltr. Co. burned early in the morning of June 25; loss, \$8,000; insurance, \$3,500. The chief contents of the stock were 2,500 empty sacks and feedstuffs valued at \$4,000. No wheat was in the building. Officials have not decided about rebuilding as the company owns a building just across the street from that destroyed, which will probably furnish all the room needed this year, since the crop is not heavy.

Kansas City, Mo.—Membership in the Board of Trade has been applied for by Stephen H. Miller on transfer of W. M. Marshall, George E. Marcy of Chicago on transfer of H. T. Mulhall, L. P. Nellis of the Kemper Mill & Eltr. Co. on transfer of W. T. Kemper, Oliver Denton on transfer of M. S. Grier deceased, and B. C. Christopher, Jr., on transfer of R. F. Hamm deceased. B. F. Hargis, Jr., was elected to membership on the transfer of Tom Holdridge. Memberships are selling at \$2,500, which includes the transfer fee of \$500.

ST. LOUIS LETTER.

A movement is on foot to eliminate state weighing at St. Louis and East St. Louis in public eltrs.

The eltr. operated by the Burlington Eltr. Co. is now operated by us.—W. L. Green Commission Co.

The grand jury has completed its investigation of the bucket-shops, and it is said 8 of the concerns are to be indicted.

The question of repealing the rule placing a penalty of 3 cents per bu. for the delivery of No. 2 hard wheat on contract is again to be taken before the directors of the Merchants' Exchange, it is said.

The Merchants' Exchange will actively participate in the celebration of the centennial of the incorporation of St. Louis Oct. 3 to Oct. 9. A committee has been appointed to formulate plans for the celebration, with P. H. Litchfield as chairman.

The Grain Club of the Merchants' Exchange recently visited the country home of B. H. Lang, who invited the members to attend a barbecue at his farm.

The Segrave-Katz Grain Co. has been formed to engage in the local and export grain trade and the handling of cotton seed products and feed. Headquarters will be at St. Louis with branches at New Orleans, Galveston, Oklahoma City and Bloomington, Ill. J. K. Segrave, pres., has been connected with Steinhardt & Co., and J. Sidney Smith & Son in charge of their export grain department. Otto Katz, vice pres., has also been connected with Steinhardt & Co., in their cotton seed product department. J. G. Munday, sec'y-treas., is well known in the country grain trade and resides at Litchfield, Ill.

MONTANA.

Columbus, Mont.—D. L. Lytle of Miles City is building an eltr.

Benchland sta., Phillipsburg p. o., Mont.—M. D. Lytle will build an eltr.

Wibaux, Mont.—The recently organized Montana Grain Co. will build an eltr.

Moore, Mont.—M. D. Lytle will build an eltr. at this point.—Morton & Martin, Lewistown, Mont.

Huntley, Mont.—The 25,000-bu. eltr. D. L. Lytle of Miles City is building on the N. P. right of way will soon be ready for operation.

Stanford, Mont.—The Cargill Eltr. Co. will start construction of an eltr. here as soon as the workmen can finish its building at Yates.

Yates, Mont.—The Minnesota & Western Eltr. Co. will build a 45,000-bu. eltr. here and the Cargill Eltr. Co. has a construction crew at work on its building.

Big Timber, Mont.—John F. Asbury, H. O. Kellogg and W. P. Franklin have organized a company and let the contract to L. O. Hickok for the construction and equipment of an eltr.

NEBRASKA.

Elk Creek, Neb.—The Central Granaries Co. is building an eltr.

Creighton, Neb.—The Updike Grain Co. has bot a Hall Signalling Grain Distributor.

Ogallala, Neb.—We have begun work on a 20,000-bu. cribbed eltr.—The Parker Grain Co.

Fullerton, Neb.—The Fullerton Eltr. Co. will install a Hall Signalling Grain Distributor.

Oakland, Neb.—The Holmquist Grain & Lumber Co. is putting in a Sonander Automatic Scale.

Ruskin, Neb.—The Farmers' Eltr. Co. has let the contract for the construction of a \$6,000 eltr.

Wakefield, Neb.—The Saunders-Westrand Co. has ordered a Hall Signaling Grain Distributor.

Plainview, Neb.—The McCaul-Webster Eltr. Co. has remodeled its office.—P. Christensen, agt.

Perry sta., McCook p. o., Neb.—Frank Real & Co. are installing an Avery Automatic Scale in their eltr.

Gresham, Neb.—Fred Van Gorden has succeeded I. H. Winfield as mgr. at the eltr. of B. F. Morehouse.

Omaha, Neb.—The Maney Milling Co. is installing a large Howe Hopper Scale and several Howe Dormant Scales; also two Avery Automatics; all purchased through the American Supply Co.

Rohrs sta., Johnson p. o., Neb.—The Farmers' Grain Co. incorporated; Henry Rector, pres.; H. Rohrs, sec'y.

Palmer, Neb.—We have bot a Fairbanks Automatic Scale to install in about 20 days.—Geo. Dinsdale & Son.

Everson, Neb.—W. H. Lewis has bot of the York Foundry & Eng. Works a 500-bu. Avery Automatic Scale for his eltr.

Geneva, Neb.—I. N. Trask, formerly mgr. for the Farmers' Eltr. Co., has bot the eltr. and the company has gone out of business.

Winnebago, Neb.—Cheney & Watson of North Bend, Neb., have succeeded the King-Truax Co.—E. G. Harris, formerly agt. K-T. Co.

Trenton, Neb.—The Benedict & Blanchard Co. is making extensive repairs on its eltr. Machinery is furnished by the York Foundry & Iron Works.

McCook, Neb.—We are putting in a Sonander Automatic Scale in our eltr., and building new coal sheds.—S. S. Garvey, agt. Updike Grain Co.

Hampton, Neb.—J. B. Goertzen is building an eltr. on his farm for which machinery and supplies were furnished by York Foundry & Engine Works.

Central City, Neb.—Construction has begun on the new eltr. for the farmers' company, that expects to get its plant ready for operation by the last of July.

Plattsmouth, Neb.—The new eltr. of the Duff Grain Co. is being pushed to completion. James Tipton, the agent, expects it to be ready for the new grain.

Farwell, Neb.—John Hofsoth, formerly agt. for the W. T. Barstow Grain Co., has quit the grain business to become a mail carrier.—Ignac Pawlawski, agt. E. G. Taylor.

Breslau sta., Plainview p. o., Neb.—Will Reinking of Gayville, S. D., will succeed F. H. Wagner, resigned, as buyer at the eltr. of the McCaul-Webster Eltr. Co.—P. Christensen, Plainview, Neb.

Milligan, Neb.—F. J. Bahr has installed a No. 33 Barnard & Leas Cleaner in his eltr. Himself and family are now enjoying a month's vacation in Colorado.—W. D. Russell, agt. Lincoln Grain Co.

Lincoln, Neb.—On complaint by the Updike Milling Co. the state railroad commission has decided that the maintenance of lower rates on flour than on what is unjust and discriminatory. The rate from country points to Omaha was lower on flour than on wheat, but the rates from Omaha to the country points were the same as on wheat.

Omaha, Neb.—Omaha's eltr. capacity will be largely increased this summer. Merriam & Holmquist will soon begin the erection of a 500,000-bu. eltr. plant as an addition to their north eltr. of 125,000 bus. capacity. The Nebraska-Iowa Grain Co. has practically let the contract for a 250,000-bu. addition to its house at Gibson sta., Omaha p. o., that now has a capacity of 150,000 bus. C. E. Neiswonger has tentative plans for a new eltr.

Omaha, Neb.—The court recently decided that the Geo. A. Adams Grain Co. can not recover \$4,813 lost by O. C. Higbee, mgr. of the Farmers' Co-operative Shipping Ass'n of Gretna, Neb., in speculation. The court held that Higbee had no apparent authority to offset losses in speculative transactions with the proceeds of actual grain shipped to the Geo. A. Adams Co., and as it was done without the knowledge of the officers of the Farmers' Co. it is not bound thereby.

Minden, Neb.—The Minden Milling Co. is making extensive repairs. Its Corliss engine is to be rebored and overhauled by York Foundry & Engine Works, and considerable new machinery and supplies are being furnished.

Kearney, Neb.—The T. B. Hord Grain Co. has bot the eltrs. and feed lots of E. D. Gould of this city at five stations on the Burlington between Ord and Palmer; consideration reported as \$30,000. Mr. Gould has lately purchased some eltrs. along the Union Pacific's Callaway line and will give his attention to them.

Fremont, Neb.—Fire was discovered in the coal bin at Eltr. B. of the Nye Schneider Fowler Co. at 8 o'clock in the morning of June 28. Flames burst from the windows and threatened the chaff shaft from the main building. By using the eltr. hose the employees held the fire in check until the department arrived. Damage, \$300.

NEW JERSEY.

Branchville, N. J.—Hopkins, Hough & Merrell Co. incorporated to deal in grain, feeds, poultry, produce and coal; capital, \$30,000; incorporators, N. H. Hopkins and W. B. Hough of Branchville and L. S. Merrell of Port Jervis, N. Y.

NEW YORK.

New York, N. Y.—The Produce Exchange at its annual election recently re-elected its old officers: Welding Ring, pres.; Edward R. Carhart, vice pres., and Edward C. Rice, treas.

Canastota, N. Y.—Heim Milk Produce Co. incorporated to deal in grain, hay, feed; capital, \$150,000; incorporators, R. Heim of Canastota, E. L. Wildman and L. L. Hamilton of Syracuse, N. Y.

Darien, N. Y.—We purchased the eltr. and mill here formerly owned by Welker & Ewell, located on the Erie R. R. Storage capacity, 25,000 bus. As both the eltr. and mill are well equipped with machinery, the plant will not need any new improvements.—Osborne-Miller Co., Rochester, N. Y.

Ardley, N. Y.—W. I. Odell & Co.'s buildings were almost completely burned on the morning of June 30. Loss, heavy; insurance \$32,700. Mr. Odell, who had left a few days before for the Thousand Islands and Montreal, was called back by telegraf and is planning the reconstruction of the grain eltr. and warehouses. The office furniture and fixtures were saved.

BUFFALO LETTER.

The new malt house of G. Meyer & Co. is nearing completion.

Grain received from the opening of navigation to June 30 was 6,076,926 bus., compared with 5,829,541 bus. in 1908 and 9,791,179 bus. in 1907.

The matter of the acquisition of the Watson eltr. site by the city to be used as a turning basin is still far from settled. The mayor who vetoed the original order of purchase at \$56,000 now intimates that more land ought to be acquired so that the basin may be made large enough for practical uses.

H. G. Anderson has completed his new eltr. at Bridgeburg, across the international bridge from Buffalo and expects to have the machinery installed within a few weeks. Mr. Anderson has the contract for supplying horsemen with grain, hay and feed during the summer race meeting at Fort Erie.

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103 State St., Chicago

The grain trade at Buffalo is still far from satisfactory. Cash sales are in small amounts for immediate delivery, indicating that buyers are still only anticipating their immediate requirements. Prices are remarkably firm, however, considering the light demand.

The acquisition of the old Evans eltr. by George E. Pierce is looked upon as only the first of a series of transfers of eltr. property along the Niagara River which will result in a change of existing conditions. The formation of the new transportation company to carry on a big canal business between Buffalo and New York in view of getting and holding the grain trade from Canadian interests has made necessary the acquisition of friendly eltrs. and it is believed by grain men that this company will eventually take over the holdings of Mr. Pierce.—J. C.

NORTH DAKOTA.

Lignite, N. D.—M. L. Jensen will take a few months' vacation.

Dickey, N. D.—The Farmers' Eltr. Co. will erect a 50,000-bu. eltr.

Arthur, N. D.—The Northwestern Eltr. will be opened by Gordon Burgun.

Ambrose, N. D.—R. A. Grams has let the contract to H. C. Maschka for an eltr.

Tyler, N. D.—The Farmers' Eltr. Co. will rebuild its eltr. wrecked by the tornado.

Ellendale, N. D.—The Ellendale Grain & Produce Co. has let the contract for a 30,000-bu. eltr.

Reeves sta., Ypsilanti p. o., N. D.—The Star Eltr. Co. will erect an eltr. of 25,000 bus. capacity.

Minto, N. D.—The Grain Growers' Co-operative Eltr. Co. has bot the eltr. of the Northwestern Eltr. Co.

Mohall, N. D.—The Mouse River Farmers' Co-operative Eltr. Co., W. G. Bryant sec'y, has been organized to build.

Arvilla, N. D.—The Arvilla Farmers' Eltr. Co. has been organized with W. H. Jenks pres., and John Hodges sec'y.

Bantry, N. D.—McIntyre & Weir of this place will build an eltr. of 25,000 bus. capacity at the new siding north of Town-er on the Great Northern. C. E. Bird & Co. have the contract.

Hensel, N. D.—The State Eltr. has been closed for the balance of the season and the National Eltr. is closed to put a new foundation under the house.—W. W. Whipple, Thorpe Eltr. Co.

OHIO.

Waynesfield, O.—Elmer Sheets is building a 20,000-bu. eltr.

Outman, O.—Elmer Sheets is building a 20,000-bu. eltr. here.

Scipio, O.—S. J. Beeghley has sold his eltr. and gone to Texas.

Arlington, O.—I am putting in a Bowsher mill.—W. D. Bishop.

McGill, O.—Brady Bros. have installed a Philip Smith grain cleaner.

Agosta, O.—C. O. Barnhouse has purchased a Philip Smith manlift.

Rockford, O.—I am putting in a Sprout Waldron Burr Mill.—C. S. Behymer.

Defiance, O.—The Farmers Eltr. Co. is building a new feed room for storage.

Toledo, O.—Eltr. No. 4 of the Toledo & Wabash Eltr. Co. is being torn down.

Spring Valley, O.—Barrett & Son have purchased a grain cleaner from the Philip Smith Mfg. Co.

Climax, O.—Next season we will put a cupola on our eltr. and install a cleaner.—W. L. McAninch.

Unionville, (Center p. o.) O.—H. Hall is overhauling his eltr. and installing a new sheller and cleaner.

St. Paris, O.—F. D. Brubaker has sold his eltr. to Myers & Bentzel. Mr. Brubaker will buy hay and straw.

Yellow Springs, O.—Mayor Clarence Schlientz has resigned his office to enter the grain business in Pittsburg.

Vaughnsville, O.—I have just installed a 22-ft. Fairbanks platform scale with type registering beam.—D. R. Risser.

Toledo, O.—John L. Doyle has pleaded guilty to the charge of operating a bucket-shop and has been fined \$200.

Cincinnati, O.—Charles W. Coffin of the Interstate Grain Co. has applied for membership in the Chamber of Commerce.

Toledo, O.—David Anderson on July 6 was elected a director of the Produce Exchange in place of C. L. Cutler, who resigned.

Hatton, O.—Munger & Strawman have purchased a stand of eltrs. and transmission machinery from the Philip Smith Mfg. Co.

Versailles, O.—We have installed a Monitor Cleaner here and in our plant at Russia, also a feed mill at Moffitt.—J. P. Gephart.

Bloomdale, O.—L. R. Good has installed a stand of eltrs. and transmission machinery purchased from the Philip Smith Mfg. Co.

Plain City, O.—Noon & Sheehan have put in a stand of eltrs., drag chain and other machinery furnished by the Philip Smith Mfg. Co.

Fletcher, O.—Patty & Coppock will put in a new cleaner this fall, that is if Uncle Joe leaves his motor car long enough to look after its installation.

McComb, O.—Chas. Shuler is having the cylinder on his gas engine changed from 22-h. p. to 25-h. p., thus increasing his power at a nominal cost.

Chillicothe, O.—We are out of the grain business at present, having sold our eltr. property to the railroad company for double track.—Scioto Grain Co.

Larue, O.—The Larue Grain & Eltr. Co. has sold its eltr. to Marshall Markey, a farmer and capitalist. He will operate the eltr. His sons will assist him.

Kenton, O.—K. M. Baker of the firm of Baker & Ochs has sold his interest in the grain business to Mr. Ochs. Mr. Baker will do a track buying business.

Savona, O.—We have sold our eltr. at Dawes and have bot out Patty & Coppock here, and will operate this eltr. under the firm name of DeBolt & Niswonger.—DeB. & N.

Kennard sta., Mingo p. o., O.—The eltr. of the Dillon Grain Co. was sold, June 26, to Lucy Blose of Urbana. It will be overhauled to be opened for business in the fall.

Westville sta., Magrew p. o., O.—Geo. Leggate, of Geo. Leggate & Co., has gone into the dairy business in connection with his grain business.—Grant McMorran, St. Paris, O.

Toledo, O.—Grain grades here are the same as last season, except three white oats, which are two pounds lighter. Wheat rules are unchanged. Inspection is liberal. Buyers get an average of the grade on contracts and when they ship out.—C. A. King & Co.

Circleville, O.—We are putting more legs and bins in our eltr. at Williamsport and installing a corn meal tempering device purchased from The Wolf Co.—H. S. Heffner.

Lima, O.—At a meeting recently in the Lima House a revival of the old Northwestern Ohio Grain Dealers Ass'n was undertaken, by C. G. Egly of Berne, Ind., and others.

Toledo, O.—The Cuddebach Grain Co. has dissolved and H. Cuddebach has made a connection with H. W. Devore & Co. He will have charge of the local trade, tributary to Toledo.

Cincinnati, O.—Frank F. Collins and J. W. Ellis represented the Cincinnati Chamber of Commerce at the conference in St. Louis July 9 on the question of commissions for the grain and allied trades.

Casstown, O.—D. Kester has leased his interest in the elevator of Kester & Esty to F. S. Swearingen who will assume the burdens of his new connection July 15. The firm will be known as Esty & Swearingen.

Kenton, O.—The Seymour-Snyder Co. has succeeded J. B. Seymour in the grain and seed business at Kenton and Foraker, the new firm being composed of Walter S. Snyder and J. B. Seymour.—Seymour, Snyder Co.

Toledo, O.—The suit of Ireton vs. Pennsylvania Railroad is being heard here in the federal court. Plaintiff asks \$40,000 damages for the burning of his eltr. at Van Wert by fire caused by sparks from a locomotive engine.

Versailles, O.—Some grain dealers in several neighboring towns are doing the handsome act with their farmer friends by contracting their oats crops at 40 cents per bu.; and from present indications they will be delivered sure.—W. C. Hile.

Fletcher, O.—The Ohio & Indiana Grain Shippers Ass'n is not dead. Joe Coppock is treasurer and he has \$30 in the bank. It is expected a meeting will be held before long and steps taken to secure a readjustment of rates between Central Ohio and the East.

Kenton, O.—On July 1 W. B. Gramlich took his son into partnership with him, and the firm will be styled W. B. Gramlich & Son. A. J. Gramlich has been associated with his father for a number of years and is proud to have his name appended to the firm.

Cincinnati, O.—A second raid on the bucket-shop operated by the Consolidated Stock & Grain Co. was made by the city prosecutor June 28, and the fight will be kept up until the operators quit. Outside offices have brot suits against the company to recover balances due. When I. N. Miller, superintendent of the Western Union Telegraph Co. was summoned to appear before the grand jury and turn over copies of telegrams as evidence against the bucket-shop he refused to answer questions or to produce the data.

Wooster, O.—The Agri. Experiment Station and the Agri. College in connection with different organizations in the state have been devoting a great deal of attention to wheat and it is certain that wheat specials will soon be run in the state just the same as corn specials. The Ohio Grain Dealers Ass'n has demonstrated much interest in the work and will no doubt lend financial assistance when called upon. It gave \$500 to the Corn Improvement Ass'n last year and many prominent grain dealers went with the corn specials.

Shelby, O.—W. H. Morris is credited with being the first grain dealer in Ohio to refuse to loan sacks to patrons. Mr. Morris was inspired to forsake the evil one day while driving in the country. He saw a bull in a pasture near the road,



and upon coming close to it, noticed the bull was bedecked in sacks for protection from flies. But he was more astounded to see his own name on the sacks. After that he loaned no more.

Columbus, O.—Under the decision of the Franklin Common Pleas Court in the case of the Ann Arbor and 34 other roads the railroad commission of Ohio has no jurisdiction in the matter of car service charges on cars detained for loading or unloading interstate shipments, but such jurisdiction is exclusively within the Interstate Commerce Commission. Therefore the injunction restraining the state commission from enforcing its rules remains in force so far as it applies to interstate shipments. The rules now in force applicable to interstate shipments are those filed by the railroad companies. The decision of the court, however, in no way affects the rules promulgated by the railroad commission, where car service charges accrue on intra-state shipments. In all cases where cars are delivered for loading shipments destined to points within the state of Ohio, or are received for unloading shipments which originated at points within the State, (in other words, intra-state shipments), the car service rules promulgated by the state commission remain in full force and effect as heretofore.

Oklahoma City, Okla.—The H. J. H. Reiber Grain Co. has opened an office in this city to do a wholesale grain business.

legislature to become effective Aug. 1 will prohibit the admixture into feeds of foreign matter such as ground corncobs, elevator chaff, rice hulls, cottonseed hulls, ground cornstalks, peanut hulls, weed seeds, or other similar adulterants. The introduction of the bill is due to the alleged increasing adulteration or cheapen-

American Supply Co.
1110 Farnam St., Omaha, Neb.

CHICAGO, ILL.

ing of feeds with these substances. Rice hulls, in particular, are ground very fine and under cover of a proportion of molasses are so effectively concealed that it is almost impossible to discover their presence without the use of a microscope. These hulls are not only absolutely valueless for feeding purposes, but injurious to livestock.

PHILADELPHIA LETTER.

During June 104,375 brls. of flour and 130,788 bus. of wheat were shipped for export from this port.

Almost 1,000,000 bus. more of corn sent to foreign cities from here, for the past six months, over the same period for 1908, and there was a gain in receipts of 1,246,695 bus.

Farmer Hunt of New Jersey placed a fine specimen of the phenomenal Alaska wheat on the E. L. Rogers & Co. grain table which attracted many of the dealers on 'change to inspect the novelty.

When trade is dull, the grain men are the most hilarious. W. P. Brazier, the popular representative of Finley Barrel & Co., Chicago, is the veritable "life-saver" of the despondents. He leads all the lively singing.

The membership of William C. Wilkinson, for many years a well known grain broker in the Commercial Exchange, representing several large western grain houses, was sold for \$177, June 28, to Richardson Bros., grain dealers. About a year ago Mr. Wilkinson's reason became impaired following the tragic death of his wife who was killed by a train near their home in Merchantville. For some time he has been in a sanitarium.

Philadelphia men were highly honored by the National Ass'n of Feed Dealers, and with Pres. Samuel F. Scattergood at the head of the organization, William M. Richardson chairman of transportation committee, A. B. Porter on the arbitration committee, E. E. Delp membership, F. M. Rosekrans on legislative, with Asher Miner, the Wilkes Barre miller, and J. F. Eby of Lancaster, Pa., on trade rules committee, the state and city craft is certainly liberally and efficiently represented.—S. R. E.

SOUTH DAKOTA.

Columbia, S. D.—The Columbia Farmers Eltr. Co. will build an eltr.

Iroquois, S. D.—The Farmers Eltr. Co. has let the contract for its new eltr.

Rapid City, S. D.—The Rapid City Milling Co. will erect an addition to its eltr.

Springfield, S. D.—S. M. Brann has the foundation in for a new 18,000-bu. eltr.—A.

Kranzburg, S. D.—I am an independent buyer and own this eltr.; capacity, 20,000 bus.—A. Marx.

Letcher, S. D.—The Farmers Eltr. Co. has let the contract for its new 35,000-bu. eltr. to L. Buege.

Aberdeen, S. D.—The Aberdeen Mill Co. has taken out a permit to build an addition to its eltr.

Dante sta., Wagner p. o., S. D.—Jos. Kuca is having a 24,000-bu. eltr. built by C. M. Forrest & Son.—A.

Lake Andes, S. D.—M. King has let the contract for a 15,000-bu. eltr. at a new siding east of this place.—A.

Volin, S. D.—During a downpour of rain, June 20, the eltr. of the farmers' company was struck by lightning and slightly damaged.

Newark, S. D.—The National Eltr. Co. has let the contract for a new 30,000-bu. eltr. to T. E. Ibberson, to be completed in time to handle this season's crop.

Wetoka, S. D.—The Hawkeye Eltr. Co. has overhauled its building, and we have done the same to ours in preparation for the coming crop.—L. L. Heil Co.

Fort Pierre, S. D.—H. C. Ostendorf has formed a partnership with Mr. Decker to build an eltr. Another house will be erected here by G. W. Van Dusen & Co.

Vermilion, S. D.—The Farmers Eltr. Co. is building an eltr. costing \$10,000 to replace the one burned. Jasper Hixson has been elected pres. and T. O. Ellison, sec'y.

Vienna, S. D.—The recently organized Farmers Eltr. Co. took possession, July 1, of the eltr. it bot of the Minn. & Western Grain Co. soon after its organization; price, \$3,800; capacity, 50,000.

Trent, S. D.—J. L. Denhart of Pipestone, Minn., has bot the eltrs. here and at Colman and Egan of W. I. Thompson of Madison, S. D., and has turned over to Mr. Thompson on the deal the Denhart ranch near Madison.

Yankton, S. D.—B. F. Withee, local agt. of the Atlas Eltr. Co., was caught on a sprocket wheel, June 22, while coming from the pit, and had all his clothing torn off. This is probably what enabled him to escape with no bones broken, tho his left side was badly bruised and cut and he received a scalp wound 8 inches long. D. A. Deely has charge of the eltr. during Mr. Withee's enforced absence.

Aberdeen, S. D.—The new eltr. the Freeman-Bain Co. will build to replace that burned May 5 will be 30x50 ft. ground, besides a 10-ft. driveway. It will contain 29 hopper bins, and 3 electric motors will furnish power. The office and warehouse building will be two stories above a basement containing eltr. equipment. The 2-story barn, 20x70, will be of cement block. The plant will be ready for operation about Aug. 1. C. A. Brown has the contract.

TENNESSEE.

Nashville, Tenn.—Byrd Douglass is mentioned as a candidate for mayor of this city by the grain dealers.

Nashville, Tenn.—J. H. Wilkes & Co. have added a wholesale chicken and stock feed department to put out feeds of their own manufacture.

Knoxville, Tenn.—Davis & Susong have incorporated their business with \$50,000 capital stock. The members are F. A. Susong, Bruce Davis, F. F. and M. L. Brown.

Nashville, Tenn.—The first car of new wheat on the local market was received June 26 by J. R. Hale & Son from Missouri. The grain was graded No. 2, weighing 62 lbs. to the bu.

TEXAS.

Temple, Tex.—The A. B. Crouch Grain Co. will erect a grain eltr. and warehouses on a site recently purchased of the M., K. & T. Ry.

San Antonio, Tex.—M. Maruchau Grain Co. incorporated, \$10,000 capital stock; incorporators, H. A. Maruchau, C. W. Buhler and A. C. Maruchau.

Palestine, Tex.—Cage Grain Co. incorporated, \$25,000 capital stock; incorporators, D. G. Cage, H. Pearlstone, J. T. Sweetman, J. R. Walker and Julius Pearlstone.

Amarillo, Tex.—We have changed our name from Early Grain & Hay Co. to Early Grain & Eltr. Co. and have just completed a very nice plant.—E. G. & H. Co.

Beaumont, Tex.—The Josey Miller Grain Co. brot suit June 26 in the district court against Hill & Webb of McKinney to recover \$745 damages suffered by reason of the alleged poor quality of a car of corn sold to plaintiffs.

Ganado, Tex.—We have leased out our building for this season to McCollister & Spencer, who will conduct a rice storage business in the warehouse. The Farmers Mill & Storage Co. is still here.—H. B. Allen Sichel, mgr. Peoples Grain Co.

Galveston, Tex.—Exports from Galveston during the 10 months prior to July 1 have been 4,777,000 bus. wheat and 7,481,000 bus. corn; against 7,917,750 bus. wheat and 5,323,750 bus. corn for the corresponding period of 1907-8, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

Houston, Tex.—Rice men are up in arms at the announcement by the railroads that the stopping in transit rate on rice enjoyed for years by Texas points would be discontinued. New Orleans had made a protest against Texas having this privilege while it is denied that city. Texas rice men have held meetings to protest against the cancellation of the privilege. The Southern Pacific stands by its order to cancel the transit privilege and the rice men have appealed to the state railroad commission. Traffic Commissioner Lane of the New Orleans Board of Trade declares that the transit privilege will be taken away from Houston and Beaumont by the state commission and the federal commission.

WASHINGTON.

Ritzville, Wash.—A warehouse, 50x200 ft. will be erected by the Ralston Milling Co. to store the wheat crop.

Hartline, Wash.—W. E. Bechtold has succeeded Geo. R. Roberts as mgr. of the Hartline Mill & Eltr. Co.

Rockford, Wash.—The Farmers Grain & Warehouse Co. is putting in the concrete foundation for its new warehouse.

Walla Walla, Wash.—E. E. Clark of College Place has been appointed deputy state grain inspector under S. C. Armstrong, chief inspector, and will probably be stationed at Seattle. S. S. King has been reappointed chief deputy at Tacoma.

Spokane, Wash.—At the annual meeting of the Farmers Grain & Supply Co. E. W. Swanson, former sec'y and treas. was completely exonerated of all charges made against him by the officers who had control for the past three years. A new board was elected and Mr. Swanson chosen sec'y-treas. The Farmers Grain & Supply Co. was organized in 1902. It now operates 18 warehouses in eastern Washington and Idaho. It has a paid-up capital stock of \$85,000. It has 1,500 stockholders, all farmers.

Seattle, Wash.—The state railroad commission has yielded to the protests of the grain dealers and will continue the old method of weighing for a time at least. The new law provides that the loaded cars should be weighed on arrival and that they should be weighed as soon as unloaded. This feature was objected to by the grain men and hay dealers, who claimed that frequently in the winter months cars from Eastern Washington arrived having a foot of snow and ice on

the roofs and much clinging to the trucks. By the time the cars are unloaded, they say, frequently this snow has melted and that under the law they would have to pay for the snow and ice as hay or grain. On the other hand, they state that cars sometimes arrive here dry and are soaked with rain or covered with snow between the time they are first weighed and the time the empties could be weighed. Under the old method grain and hay was weighed at the warehouses as the cars were unloaded. The contents and not the car were weighed. This weighing was done by men licensed by the state, and who were, in some cases, under bond. Grain dealers also state that the new law which required all cars to be shunted out from the warehouses and weighed empty, prevented them from reloading cars that arrived loaded, and necessitating an extra switch, and delay.

WISCONSIN.

Marinette, Wis.—Moore Bros. & Co. are out of business.

Augusta, Wis.—The eltr. of the Wisconsin Eltr. Co. burned recently.

Curtiss, Wis.—Albert Pribbenow has bot out J. S. Jacobson.—Geo. C. Hickok.

Barneveld, Wis.—A. C. Schirde has succeeded L. Lanpop.—M. W., Asst. P. M.

Lynxville, Wis.—We are not in the grain business any more.—H. A. Hagerty & Co.

Winneconne, Wis.—I have succeeded Wiseman & Allen; no other grain firm here.—G. R. Wiseman.

Richwood, Wis.—The eltr. of the Farmers Eltr. Co. burned July 3; loss, \$8,000; insurance, \$2,500.

Oconto Falls, Wis.—Trubell & Co. are planning the establishment of a feed mill in connection with their eltr.

Spring Valley, Wis.—We sold our eltr. and yards at Elmwood, Wis., to the Badger State Lumber Co. and bot their yards at this place; so we have no interests in Elmwood and they have none here.—Logan-Siebers Co.

Lodi, Wis.—A. R. Reynolds has been elected pres. of the recently organized Lodi Grain Co., and W. A. Caldwell sec'y. Bert Richmond is treas. and general mgr. An eltr. is in process of construction, and a specialty will be made of handling barley.

Superior, Wis.—Chief Grain Inspector Archie McMillan will be given a hearing by the Wisconsin Grain & Warehouse Commission on charges made by employees of the department and by the firm of Greenfield & Crumpton that he is incompetent, that he is not in harmony with his deputies, and that he has shown favoritism for a certain firm as against another. A number of employees have signed a protest that they are unable to get along under his leadership.

MILWAUKEE LETTER.

Looking greatly benefited and in the best of health, E. P. Bacon returned from a three months' trip abroad. Accompanied by his wife he visited France, Spain and England.

An additional 16,000 bus. of corn has been saved from the wreck of the steamer Eber Ward, by the steamer Soper and unloaded in one of the local elevators. This makes the second cargo brot down from the sunken steamer and it is expected that the entire cargo of 54,000 bus. can be saved.

With no sign of abating, the flow of hot corn reaching this market continues to maintain the level set when the rush started. Railroad companies are hearing prayers of petition to move this commodity with all possible haste. This corn being thrown on the market has depressed prices considerably.

"Home Coming" week, Aug. 3rd to 7th, is being widely advertised by the committee having the work in charge. As no doubt many former Milwaukeeans are now connected with the grain business in some form or other, an unusual number of visitors may be expected to call at the Chamber during this celebration.

The consolidation of all offices of fast freight lines into one office of the Grand Trunk system took effect recently, included in the number being the Reading Despatch, Milwaukee & Michigan, National Despatch, Lackawanna Grand Trunk, Commercial Express and Grand Trunk Despatch lines. H. W. Ploss is the agent for all lines in the combination.

Under the influence of a surprising increase in the demand for memberships the price has jumped from \$195 to \$275, the latest sale having been made at the latter figure. The inquiry has come jointly from local real estate dealers, business men and members of the Chicago Board, the cause for the latter wishing to join this board is thot to be due to the life of "Ups" and "Downs" on the Chicago Board being uncertain.

About the first sale of new wheat reported on 'Change thus far was one made by Mohr-Holstein Commission Co., of 5,000 bus. No. 2 hard Nebraska winter wheat, which was sold for July shipment at \$1.16½ to the Berger-Crittenden Milling Co. Walter Holstein made the trade, and says that the demand for new wheat is very slow owing to absence of any assurance as to quality. Millers hesitate about buying without samples, and samples will not be had until the last of July.

Application for membership in the C. of C. has been made by the following: B. W. Frank, O. K. Richards, Clarence G. Bogart, O. S. Nickels, Fred J. Thatcher, Thos. C. Brown, Chas. A. Johnson, all of Chicago, and John E. DeWolf, Arthur J. M. Riebs, J. H. Sprecher and Paul E. Wiese, all of Milwaukee. Application for the transfer of the membership of the late Bernhard Stern, J. H. Van Dyke, Frank L. Vance and Warren Gee, also Kirby A. Tallmadge and C. J. Kershaw. Hans Quentin has been admitted to membership.

After being submitted to a vote of the members June 30th, several amendments to the rules were carried. Rule 27, section 12, was amended by striking out all following the words "The fees for inspecting and certifying flaxseed shall be as follows" and substituting: "For each car or part car in bulk or in bags 75c. for each 1,000 bus. from elevator or warehouse to lake transportation, 75c." This amendment was carried 61 to 27. Rule 32, section 6, was amended, 63 to 27, by striking out "Flax less than carloads 1½%; carloads 1%, but minimum shall be 1c per bushel," and inserting "Flax one cent per bushel." The proposed amendment to Rule 19, section 1, relating to the grading of Corn, Oats, Barley and Rye, was killed. A considerable element was in favor of applying the same amendment to wheat, and when the B. of D. thot otherwise on the subject, they rallied their forces and placed the proposed amendment on the block.—Slits.

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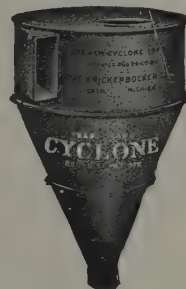
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Grain Scales—Their Installation and Maintenance.

[By C. S. Shottwell before Indiana Grain Dealers' Ass'n.]

If there is any part of the grain man's necessary equipment which stands as the guardian of both his reputation and his pocket book it is his weighing apparatus. If he gives short weights, or if his customers get the notion that their weights are short, the reputation suffers. If the scale runs the other way the pocket book suffers. Between the devil on one side and the deep sea on the other, it is not surprising that scale equipment, its character and maintenance should be a decidedly live issue.

Probably there are just as many grades of scales as there are of grain, but unfortunately there seems to be a bigger market for no-grade scales than for no-grade grain. It does not seem the proper place or time to enter upon a discussion of the merits of one scale against another; many scales have reasonable claims to merit. The construction of scales is simple and easily understood by any one who will give it a little thought. Information as to the construction of scales is easily obtainable, and if an intending purchaser avails himself of this information and sifts it carefully, his own judgment cannot lead him far astray. It cannot be said that all scales are good nor yet that all are bad. It is certain, however, that some are better than others, and it is equally certain that a good name is a fairly reliable index of the quality of the goods.

The great terminal elevators to which most of your grain finds its way are designed from the start for the installation of building and equipment by experienced engineers and erected by contractors under bond to furnish and turn over the best and most modern plant under a guarantee as to efficiency. No item of expense however small which does not carry a corresponding increase in safety, speed or accuracy is allowed to appear in estimate or contract, and if you gentlemen could see the blue prints, the specifications, the structural material and the scales themselves which handle your grain you could not fail to be impressed with the idea that whoever designed and installed such massive equipment did not propose to take any chances that errors either in design, installation or operation might ever call results into question.

Scales are manufactured by people who make that their exclusive business, and it is fair to say that not least with the best known makers they have filled their factory with reliable machinery and appliances, experienced men, and that for the protection of their reputation and the profitable continuation of their business they will maintain a certain uniform standard of excellence and reliability.

The size of vehicles, from wagons up to railway cars, fixes to a large extent the size of scales, and on account of transportation restrictions no way has been found to manufacture, for instance, a 4-ton wagon scale, and ship it from the factory self-contained and set up ready for service. The ordinary practice is for the scale manufacturer to furnish the levers, weighing beam, connections, and a blue print and bill of material from which the purchaser supplies and assembles the foundation and the timbering of the platform.

The work of preparing the foundation, framing the timbers and assembling the scale is not always done with as much care as is used in manufacturing the scale itself, but as the foundation and timber platform become a part of the weighing apparatus after they are assembled, the result of a carelessness in erecting, affects the scale and its accuracy for the rest of its life in manufacture. Many scales which are themselves capable of giving entirely accurate weights, do not do so because of improper erection.

Concrete foundations as built today are practically indestructible if the underlying soil is solid. Timbers, however, do not last forever, and require replacing at intervals of 4 or 5 years. It is highly important that straight, square timbers be used for framing scales and that the directions furnished by the manufacturer be followed to the letter.

Steel frames and platform girders for wagon scales are now furnished all of the steel members being cut to proper lengths punched and accurately fitted ready for installation in the field. These steel frames will outlast 3 or 4 timber frames, are always square and true, and keep the scale in much better condition than if framed of timber. With the steel frame the carpenter is required only to saw and nail

down the flooring plank, all the rest of the framing being done in the shop. Removal of the scale from the pit is not necessary when the platform is to be renewed.

It is not safe to employ a carpenter or mechanic to set a scale without more intelligent and experienced supervision, and it would be profitable for every owner to understand thoroughly the plans furnished for erecting scales and if possible to be present when they are put together for use, familiarizing himself with the relation of each of the various parts to the other and the office performed by each. Errors made by ignorant or careless workmen could very often be avoided under intelligent supervision.

The use of long extensions to place the beam some distance from the weighing platform is not advisable for the reason that the extension levers are apt to get out of level, due to settling of scale foundation, building foundation, or the supports of the levers themselves. They require an added number of bearings in which wear takes place, and a certain proportion of the weight upon the scale is always required to move these levers. The nearer the weighing beam can be placed to the scale platform the fewer bearings are required and the less likely the equipment is to get out of order.

TESTING. When the scale has been properly installed and a new man broken in to look after the weighing, it is essential that some means be employed to keep the scale as nearly as possible up to its original efficiency. So long as the scale weighs right it, of course, needs no attention. To ascertain whether it is weighing right it must be tested and a reliable and satisfactory test can only be made with a sufficient quantity of standard test weights. These are most conveniently made in units of 50 lbs. each, and the smallest quantity with which it is safe to test a wagon or larger scales is 2,000 lbs.

A single 50-lb. test weight is of absolutely no use to show the accuracy or lack of accuracy of a large scale. The finest graduations on an ordinary wagon scale are 2 lbs., and the scale will just about turn on this amount when it is new and in good condition. After it has been in service for some time it will require perhaps as much as 5 lbs. or more. The scale would have to be in very bad condition if it did not show the weight of a single 50-lb. test weight within one mark on the beam, but as this amount is 5 per cent of the weight of the test weight, the possible error on a full load would run into quite a serious amount. Another reason for using a greater quantity of standard weights is that a heavy load on the platform will produce conditions which do not exist without a load or with a light load. A scale may show a 50-lb. test weight correctly, and may balance perfectly, and at the same time the timbers, bolts or truss rods be in such condition that under a heavy load the platform or levers would spring, producing results very far from correct. After testing each corner of the scale with the weights alone a loaded wagon should be driven upon the platform and the test repeated on one corner after the other, and if the tests do not show the scale to be accurate within a very narrow margin, the services of a responsible scale mechanic should be employed.

Itinerant Tinkers: It is not wise to trust your scale to the hands of mechanics not specially trained in scale repairing. A great many scales have been ruined by the improper shifting of nose irons, grinding of pivots and filing of beams. The manufacture and repairing of scales is a trade which requires careful training and considerable experience.

The scale pit should be kept clean and free from any accumulation of dirt or grain. The pit should also be drained and should be kept dry at all times. The condensation of atmospheric moisture upon the walls of the pit and the metal parts of the scale will corrode the levers and bearings very rapidly. Trap doors in the platform and neck of the scale which can be opened for ventilation will greatly aid in the prevention of rust.

Even if it were possible by careful supervision both at erection and maintenance to have and keep all scales accurate there would still be an element of much uncertainty in the weighing problem. Many of the men to whose care weighing is entrusted are neither careful nor responsible. Errors in weighing are made many times through lack of a sense of responsibility on the part of the weighmen and similarly figures are transposed in entering upon books or tickets. Readings taken from scale beams which require loose weights are sometimes erroneously taken, and mistakes in the number or size of the weights. No man who is not sufficiently

trustworthy and intelligent to handle money should be allowed to weigh grain. The consequences in error of weighing, no matter what their cause, are too serious and involve too much expense and too much trouble to every one concerned to take any unnecessary chances on personal errors. Recording beams are now made for wagon as well as for hopper and railroad track scales. These beams do not usually require the use of loose weights and record accurately upon a card or ticket the weight at which the scale is balanced. Such devices furnish the careful weighman the means for recording the scale weight at which the beam balances and avoid errors due to transposition of figures or reading the number of weights. Such records are permanent and may be produced in evidence in defending a claim.

Scales located outside of elevator buildings or in drive-ways either in connection with wagon dumps or without, generally speaking, require closer attention, more frequent tests and inspection, and renewal of the scales at close locations, buildings where they are protected against moisture and to a great extent against the rotting and softening of timbers. Grain hopper scales, however, are subject to troubles of their own particular kind, and as much vigilance must be exercised to avoid the troubles as with the outside scales. It costs a good deal less in the first place to set the timber frame for a hopper scale directly upon the cribbing than to run up independent timber supports resting upon a solid foundation. A cribbed elevator, however, will leave in one direction or the other according to the amount and location of grain in the bins. This leaning will throw the scale frame and levers out of level if the frame is set upon the cribbing, and even tho it may be adjusted one day to the condition of the building at that time, the scale will change when bins on the opposite side are loaded. This shifting will also affect the clearance between the hopper slide and the spouting, and where the beam is set upon the floor below, the rod connecting the scale with the beam is often bent to interfere with floor or spoutings. The additional cost of the timbers for supporting the scale independently and the additional time required to go to the scale floor to weigh are usually well invested. A scale does not need to give erroneous weights very long to eat up a good deal more than it could possibly be saved by cheap construction.

Automatic scales for the weighing of grain are coming into quite general use. Owing to the added mechanism for admitting and discharging the grain in equal fixed quantities, these scales are somewhat more complicated than those ordinarily used for weighing larger quantities of grain. However, nothing about the construction of an automatic scale which cannot be easily understood by any one, and it is of much importance that the arrangement and operation of the scale be thoroughly understood not only by the man who is to have it in charge, but by the owner. As to weighing mechanism, the best automatic scales are quite simple; the levers are sealed to a common accurate standard and provision is made for testing without inconvenience and for resetting as many times as may be necessary during any run.

The character of the scale and the location in which it is used make it very unlikely that any repairs to the scale mechanism proper will be required for a long time. On the other hand the mechanism for opening and closing the gates and opening the dribble stream may require adjustment from time to time as wear takes place. Manufacturers of reliable scales furnish the services of competent mechanics to superintend the installation of the scales and instruct the operator in their handling and adjustment. It seems important that the owner as well as the operator of the scale should receive this instruction and should make himself thoroughly familiar with the arrangement and adjustment of the scales. It is unlikely that the same operator will have charge of the scale from year to year, and unless the owner or some permanent employee does understand, there are likely to be many errors and much trouble every time a new weighman is to be broken in. The risk of errors in automatic weighing seems to end when the operator gets thoroughly acquainted with his machine.

In comparing automatic scale weights with terminal weights, it must always be borne in mind that at the large terminal elevators a carload is weighed at a single draft, while with an automatic scale as many as 150 or perhaps 200 drafts will be made in loading the same car. Grain varies considerably in density and in the instance, the scale is set for 58-lbs. grain during the entire run and one-half of the

grain should only weigh 57-lbs. per bushel, there would be a difference of 100-lbs. between loading and terminal weights. The best and most modern types of automatic scales are so easily set that in 30 seconds' time the hopper can be held, tested, and if necessary the scale reset for a grain of greater or less density than has already passed. Such scales do not have brains and are not able to set themselves correctly, but they are provided by the manufacturers with every necessary facility for quick and accurate test and readjustment.

It would not be proper to close without referring to the many influences which are at work through the country to-day, and which have for their object improvement of weighing equipment, conditions and results in every branch of trade. Board of Trade weighing departments under the charge of impartial and conscientious men, numbering in their working force trained weighmen and inspectors, have done much to smooth the scales of the roughest places and will no doubt do more.

The railroads of the country are installing more, bigger and better scales, and are spending more money to keep them in accurate weighing condition than ever before, and in increased revenue and decreased activity in the claim department the cost of the improved equipment has undoubtedly been a profit paying investment.

The National Bureau of Standards, under charge of the Department of Commerce and Labor, is advocating state laws governing the inspection of weights and measures and the appointment of State inspectors under whose direction all scales used within the state shall be regularly inspected and kept up to a certain standard of accuracy. In some respects radical suggestions have been made. There seems, however, little danger that any action prejudicial to good business and common honesty will be taken.

In some states associations of grain dealers have taken matters into their own hands, and have employed a competent scale inspector, providing him with test weights, necessary tools and a place to work, and pro-rating the expense. This plan has resulted in improved condition of scale equipment at moderate expense. None but a competent man who can show his ability and experience should be employed.

Summing up the whole situation, it might be said that the whole question of scale equipment is as simple as a recipe for pea soup.

First, buy good scales.

Second, erect them properly.

Third, have your weighing done by an intelligent and responsible weighmaster.

Fourth, take good care of that part of your equipment which handles all of your product which is the gate to your bank account, and which may make or mar your business reputation.

A Handy Appliance.

The Climax Scoop-Truck is a 3½ bu. scoop on wheels. With it grain or coal may be unloaded from cars much quicker than by hand and with less strain on the muscles of the back.

The bowl of the scoop is 28 in. wide, 22 in. long and 11 inches deep at the heel. The bowl is drawn pressed from 12 gauge, annealed, sheet steel. A corrugation at the heel of the bowl forms a housing for the wheels, a seat for the handles, and a stiffening rib for the bottom of the scoop.

This scoop is a time saver, and enables the grain dealer to unload a car of grain about 5 times as fast as with the hand scoop. The truck is a very simple appliance well built, and is manufactured by the Detroit Scoop-Truck Co.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

T. H. P. car 20669 passed Redmon, Ill., July 3 leaking at end. Boards had become loose and had not been nailed tight in cooping. Car had hot box. We repaired it as best we could in the short time it stopped and reported to the train crew.—John Lawson.

C. M. & St. P. Car 30686—40,000 lbs. cap., was leaking wheat in yards at Farmington, Minn., June 30.—B. De Merseman.

C. M. & St. P. car 21880 passed thru Madrid, Ia., June 27, leaking shelled corn at corner. A large leak.—E. L. Kreger.

M. & St. 9014 passed east thru Echo, Minn., June 26, leaking wheat at side. Repaired as best I could while train stopped.—H. B. Engel.

C. B. & Q. 97773, side-tracked at Knoxville, Ill., June 16th, leaking corn between door and end of car at bottom. Was repaired and picked up about 11 A. M. by train going East. Was a very bad leak. Shortage must be large.

A. T. 21950, also A. T. 21920, passed McGregor, Texas, June 15th, leaking corn. Cars arrived over Santa Fe and were transferred to Cotton Belt.

I. C. 37892, May 28th, leaking corn at side door, at Moweaqua, Ill.

C. M. & St. P. 45728, side tracked at Elk Point, S. D., June 9; door post broken in center; leaking oats badly.—W. W. Keech, agt. Fields & Slaughter Co.

C. B. & Q. 33959, was switched at Bushnell, Ill., June 8 from St. Louis Division to main line of the Q. going toward Quincy. Leaking 2 ft. back from side door; yellow shelled corn.—S. A. Hendee.

C. R. I. & P. 52760, passed thru Minden, Ia., June 5, leaking wheat from bottom of car. Plugged up with waste the best I could, but train stopped only a minute.—E. H. Anschutz, sec'y C. W. McCaustland Grain Co.

C. & N. W. 35674, seal No. 336, was set out in yards at Merville, Ia. June 4 leaking badly. Ten bus. yellow shelled corn scattered along the track here.—W. L. Sanborn.

C. M. & St. P. 17190, was teaking badly May 28 at Madella, Minn. The patent grain door had slid to one side of door, not being properly cooped.—J. J. Crowley, agt. Skewis Grain Co.

Wabash 51874 passed thru Colburn, Ind., westbound May 24, leaking white oats caused by drawbar being pulled out. Called train crew's attention to it.—W. F. Noble.

U. P. 68319 car going west on Stromsburg branch of U. P. May 22, Shelby, Neb., loaded with mixed corn. Was leaking slightly at side over truck. I repaired with waste best I could and think car went thru without further loss.—F. M. Lebbe, agt. Omaha Eltr. Co.

S. P. 84822 leaking corn going south on Ill. Cent. at Rantoul, Ill., May 20.—Thos. New, Tomlinson, Ill.

C. G. W. 7474 was in very bad wreck May 19 at Aurora, Iowa.—XX.

Wabash 62386 passed thru Arlington, Ind., on local freight May 15 leaking white shelled corn at side of draw bar. The car had chalk notation on side "Rush to C. H. & D. when O. K."—Hutchinson & Son.

I. C. 33842 passed Austinville, Iowa, May 14, leaking corn at end door. This car was delivered to the Omaha Bridge & Terminal Co. by the Mo. P. The car was evidently loaded in Neb.—H. Austin.

C. & E. I. 571 leaking white corn near door May 14, Tuscola, Ill. Car going north. Brakemen patched car best they could.—Parker & McCarty.

C. B. & Q. 27409 going east thru Libertyville, Ia., May 11, leaking very badly over forward truck.—Harlie Yost.

C. & N. W. 95276, passed thru Concord, Neb., May 5, going East, leaking corn at end of car badly.—A. L. Erickson, Agt. Benson Grain Co.

Mich. Cent. 61089, car corn going East, leaking over draw bar. Passed thru Dwight, Ill., Apr. 29. Car was loaded at Sunbury, Ill.—Frank Gibbons.

GRAIN TRIERS

20TH CENTURY BRASS & MFG. CO.
Minneapolis, Minnesota



YOUR CUSTOMER'S TIME

is surely worth something on a busy day. The last man in line is anxious to get his load weighed. With a Schmitz Scale Ticket Passer you can save many steps, much time and please your farmer patrons. Cost Small. Saving Big. Good Investment.

J. A. SCHMITZ
2811 No. Hermitage Ave.
CHICAGO

THE CHEAPEST INSURANCE

against leakages in transit and the worries and losses incident thereto is the

KENNEDY CAR LINER

(PATENTED)

A few of them carried in stock at each elevator will provide the means of preventing these leakages.

PRICES

Per Car
Kennedy Standard Liners, \$1.40
Kennedy End Liners, .75

MADE BY

FRED W. KENNEDY
SHELBYVILLE, INDIANA



Supreme Court Decisions

Connecting Carriers.—A carrier contracting to deliver freight at a point beyond its own line is liable for unreasonable delay in transportation caused by the fault of a connecting carrier. — *Aultman Engine Thresher Co. v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Iowa. 121 N. W. 22.

Injury by Set Screw.—In an action for injuries to a servant by having his arm clipped off as a result of a set screw projecting from a revolving shaft, whether defendant was negligent in permitting such projection held for the jury. — *Waggoner v. Porterfield.* Court of Civil Appeals of Texas. 118 S. W. 1094.

Strike of Employees of Telegraf Co.—Where the direct cause of the delay in the delivery of a telegram was a strike of the employees of the telegraf company, the company was not liable for the damages sustained. — *Sperry & Hutchinson Co. v. City of Columbia.* Supreme Court of South Carolina. 64 S. E. 752.

Section Foreman's Contract to Procure Switchtrack.—A contract by a railroad section foreman to procure a switch track to be constructed at a specified place by the company, in consideration for a conveyance of land to him, is not void as against public policy; the track being beneficial to the company and to the public. — *Wright v. Riley.* Court of Civil Appeals of Texas. 118 S. W. 1134.

Uniform Commissions.—Rule 26 of the Duluth Board of Trade, which provides that all members of the board shall charge a uniform and determined rate of commission for selling grain for non-members, and provides penalties for the violation of such rule, is not in violation of the Minnesota anti-trust statute. — *State v. Duluth Board of Trade.* Supreme Court of Minnesota. 121 N. W. 355.

Excuse of Carrier.—That the consignee of freight failed to unload cars consigned to him, creating a congestion of traffic at the point of destination, was not a sufficient excuse for the carrier's refusal to receive and issue a B/L for an additional shipment to relieve the carrier from liability for the penalty imposed by Revisal 1905, § 2631, for refusal to receive freight for shipment. — *Garrison v. Southern Ry. Co.* Supreme Court of North Carolina. 64 S. E. 578.

Failure to Carry Freight Tendered.—A contract between a carrier and a shipper stipulated that the carrier should receive empty cars of another carrier and deliver them to the shipper for the reception of the freight. The carrier notified the shipper to get his freight ready for shipment. The carrier failed to deliver the cars, and the shipper sustained damages. Held, that the carrier was liable for breach of contract, though there was an unexpected movement of freight and a shortage of cars in which to ship the same. — *Texas & P. Ry. Co. v. Shawnee Cotton Oil Co.* Court of Civil Appeals of Texas. 118 S. W. 776.

Right to Hold for Freight Charges.—Goods were sold with a reservation of title in the seller until payment of purchase money notes, and before payment of all of them a third person, lawfully in possession, delivered the goods for transportation to a carrier without the seller's knowledge or consent; the carrier being ignorant of the seller's claim. Held, that, upon the consignee's failing to call for the goods, the carrier could not withhold possession thereof from the seller until payment of freight and demurrage charges, since a person cannot be divested of his personal property without his consent, express or implied. — *Corinth Engine & Boiler Works v. Mississippi Cent. R. Co.* Supreme Court of Mississippi. 49 South. 261.

Suppression of Competition.—The rules of the Duluth Board of Trade do not create, or tend to create, a monopoly. Trade and commerce is monopolized when, as a result of efforts to that end, previously competing businesses are so concentrated in the hands of a single person or corporation, or a few persons or corporations acting together, that they have power to practically control the prices of a commodity and to thus practically suppress competition. — *State v. Duluth Board of Trade.* Supreme Court of Minnesota. 121 N. W. 395.

Liability of Initial Carrier.—Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 (U. S. Comp. St. Supp. 1907, p. 909), providing that any common carrier receiving property for interstate shipment shall be liable for any loss or injury thereto caused by it or any common carrier to which such property may be delivered, or over whose line such property may pass, and that no contract shall exempt such common carrier from such liability, is not unconstitutional. — *Galveston, H. & S. A. Ry. Co. v. Crow.* Court of Civil Appeals of Texas. 117 S. W. 170.

Sales in Another State.—Chapter 525, p. 889, Laws 1905, providing that sales of grain, seed, hay, and coal shall be deemed to be made on the basis of the actual weight thereof, and providing that any purchaser of such commodities who, without express agreement with the seller, shall deduct any amount from the actual weight and withhold payment therefor under a claim of right by virtue of custom or board of trade rule, shall be guilty of a misdemeanor and fined, has no application to a deduction and withholding of payment occurring in a settlement between purchaser and seller made in a foreign state. — *In re Martin.* Supreme Court of Kansas. 101 Pac. 1006.

Effect of Delivery of B/L.—Ballinger's Ann. Codes & St. §§ 3590, 3598-3601 (Pierce's Code, §§ 6780, 8920, 6781, 6782), defines a B/L, make B/L negotiable, and provide that a B/L does not alter the rights or obligations of the carrier, unless it is plainly inconsistent therewith. A B/L acknowledged the receipt of property described from a person named, and gave the name of the consignee and destination, and stated that it was not negotiable or assignable. Held, that the B/L was in effect a receipt for the goods and a contract between the shipper and the carrier that it should neither be negotiated nor assigned, and a delivery of the B/L without indorsement, together with the invoice properly assigned, passed no title or right to the goods. — *Bonds-Foster Lumber Co. v. Northern Pac. Ry. Co.* Supreme Court of Washington. 101 Pac. 877.

Rebating.—A grain company made certain shipments of grain over defendant's road from Minneapolis to Milwaukee to the grain company's brokers, who received the consignments, paid the freight, and afterwards sold the grain for the shipper's account. Thereafter the grain company presented to the defendant the receipted freight bills paid by the consignees with other papers, on which defendant, according to a pre-existing agreement, refunded elevator charges to the grain company. Held, that defendant at the time it paid such rebate had actual knowledge that the freight had been paid by the consignees acting for the grain company, and that such facts therefore sustained an indictment charging the railroad company with paying a rebate to the grain company from freight charges before then "received from the grain company." — *Wisconsin Cent. Ry. Co. v. United States.* U. S. Circuit Court of Appeals. 169 Fed. 76.

Failure to Furnish Cars.—The requirement of Rev. St. 1895, art. 4502, that a shipper suing for a penalty for failure to furnish cars shall have "on hand at the time any demand for cars was made" necessary freight for loading them, when read in the light of the privilege conferred on him of 48 hours for loading after the cars are delivered, means he must be the owner or manager of the freight, and have such possession or control over it that he

can, and will, be ready and able to load the cars ordered within the time given by the statute; and whether he has such goods on hand within the meaning of that act does not depend upon feet or miles, but rather on his ability actually to deliver the freight and load within the time specified, and the statute, thus construed, is not void for uncertainty in the use of the expression "had on hand." — *Texas & P. Ry. Co. v. Taylor.* Court of Civil Appeals of Texas. 118 S. W. 1057.

Restriction of Initial Carrier's Liability.—Rev. St. 1899, § 5222 (Ann. St. 1906, p. 2718), providing that where property is received by a carrier for transportation within or without the state, or it issues receipts or bills of lading within the state, the carrier shall be liable for any loss or damage to the property by its negligence or the negligence of any other carrier to which the property may be delivered or over whose line the property may pass, impliedly allows an initial carrier to restrict its liability as insurer to its own line, notwithstanding the main purpose of the act is to make it liable for negligence occurring on a connecting line, and notwithstanding that the act also makes a carrier issuing a receipt or B/L in the state liable for damage to property caused by its negligence or the negligence of a connecting carrier. — *Blackmer & Post Pipe Co. v. Mobile & O. R. Co.* St. Louis Court of Appeals. 119 S. W. 1.

Deduction of 100 lbs. at Kansas City.—The owner of a car load of wheat in Kansas consigned it to a member of the Board of Trade in Kansas City, Mo., for sale on the floor of the board. The grain was sold there, and the B/L was there delivered to the purchaser, who was also a member of the board, and who ordered the grain stored in his elevator in Kansas City, Wyandotte county, Kan. The wheat was weighed in Kansas by the state weigher, and a certificate of the true weight was sent to the purchaser in Missouri. Contrary to the Kansas statute, the rules of the Kansas City, Mo., Board of Trade allow a deduction of 100 pounds from the true weight of each car of wheat. Settlement for the wheat was made on that basis, and the price was paid at the Board of Trade in Kansas City, Mo. The wheat did not leave the state of Kansas at any time. Held, the sale was made in the state of Missouri. — *In re Martin.* Supreme Court of Kansas. 101 Pac. 1006.

Application for Cars.—Rev. St. 1895, art. 4497, makes it the duty of a railway company to supply the number of cars required by a shipper at the point indicated in the application, within a reasonable time thereafter, not to exceed a specified number of days, varying with the number of cars applied for. Article 4498 requires that the shipper shall state in his application the number of cars required, the place where they are desired, "and the time they are desired." Article 4499 provides that when cars are applied for, if the railroad company shall fail to furnish them, it shall forfeit a certain sum per day for each car, in addition to actual damages. Held, that the respective periods allowed by the statute within which to deliver cars on written order were minimum periods, which must in all cases be allowed by the shipper, but subject to which the shipper had the right, and it was made his duty, to designate the time when cars were desired, and hence an application for cars designating a day for delivery more remote than the minimum statutory time from the receipt of the application was sufficient to authorize recovery of the penalty for its disobedience. — *Texas & P. Ry. Co. v. Andrews, Reynolds & Co.* Court of Civil Appeals of Texas. 118 S. W. 1101.

If trouble is noticed with a leaky inlet or exhaust valve, put the stem of the valve in a high speed lathe and round off the edges with a very fine flat file. No matter which way the stem wobbles the valve will have a perfect seat on account of its spherical outline.

Supply Trade

The Jeffrey Mfg. Co. is installing machinery for making elevator buckets.

Coon Bros., manufacturers of a Sun Dryer for grain, have sold dryer, patents and business.

The C. O. Bartlett & Snow Co. has issued catalog No. 30 illustrating and describing its machinery. Many features of the catalog will interest grain dealers.

Evans Controllable Wagon Dumps have been purchased recently by Fairbanks Morse & Co., H. W. Caldwell & Son Co., and the Power Appliance Mfg. Co. The three firms purchased 52 dumps.

The Invincible Grain Cleaner Co. reports the best business for June in the history of the organization. While some territories have not shown up as well as they might on account of local conditions, yet the aggregate business is excellent.

The International Mfg. Co. which makes the Standard grain cleaners has purchased all the patents of the Frame Mfg. Co. formerly of Gallion. The company has retained all the good features of the old cleaner and has added new which make the Standard strictly up to date.

The National Gas & Gasoline Engine Trades Ass'n met at South Bend, Ind., June 22-23, with headquarters at Oliver Hotel. An exhibition of accessory appliances for gas engines was a notable feature of the meeting. Several papers were read on pertinent subjects of interest to the trade. The officers of the Ass'n are: H. T. Wilson, Middletown, O., president; M. A. Loeb, Cincinnati, vice-pres.; O. M. Knoblock, South Bend, Ind., treas.; A. Stritmatter, Cincinnati, sec'y.

"The Problem of Accurate Weighing and its Solution" is the title of a 72-page book, neatly bound and illustrated, and issued by the Richardson Scale Co. Scales in terminal elevators, country elevators, mills, sugar factories, breweries and other places of use are discussed so intelligently and plainly that those who are confronted with weighing problems will find the book of great value. Elevator operators may secure it by addressing the New York office of the company.

"The Ellis Drier" is an 8-page booklet issued by the Ellis Drier Co. describing and illustrating its Cold Air Driers and Conditioners. The booklet gives the names of 10 leading grain firms which have installed the machine, since it was placed on the market.

Chas. H. Scott of the Strong-Scott Mfg. Co., Minneapolis, was married June 16. If his marital career is as successful as his business career Mr. Scott will be happy "forever afterward." Incidentally his company will open a Winnipeg branch office with G. A. Brown as mgr.

The Portable Eltr. Co. has been organized in Fremont, O., to build a portable elevator which may be dragged from station to station. It is expected the outfit will consist of a dump, sheller, leg and car loader. The company will operate the elevators with 4 h. p. gas engines.

The Standard Cleaner.

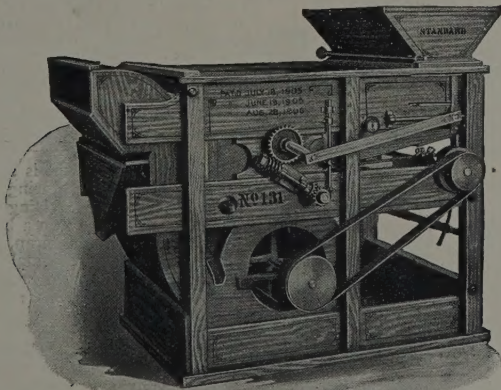
The particular features of the Standard Grain Cleaner which attract attention are the hopper, screens, brushes and blast regulator. The machine requires an ordinary amount of power to run it, is made of good material in a simple mechanical way, and may be used for cleaning grain, seeds, beans, peas and other cereals.

The hopper has a vibrating feed board at its bottom, which may be adjusted from either side of the machine. This insures an even feed. Leakage and waste is prevented by sheet steel hopper sides.

Standard screens are made with galvanized iron spreading boards, with laps over the ends. This prevents grain from getting under edges of screens. The screens are cleaned by a brushing device which travels lengthwise of the screens, thus keeping them clean without spreading their meshes. The brushes are made of an excellent fibre with heavy hard wood backs. These brushes fit into a special steel frame which holds them very rigidly against the screens. The pressure of the brushes against the machine is regulated at will by a lever.

The blast regulator is one of the original features of the machine. The operator has complete control of the blast, and may reduce it without changing the speed of the fan or closing end of drums. A positive even blast is insured the full length of the vertical air shaft.

Standard Cleaners are manufactured by the International Mfg. Co., Crestline, Ohio.



The Standard Grain Cleaner.

A WET HARVEST

To the elevator man not equipped with an up-to-date drier, means a continual loss due to damp and heated grain, when a comparatively small investment will insure him against such losses.

We make a specialty of small driers for the country elevator.

They use nothing but cold air.

They can be placed in the elevator itself causing no increase in the insurance and eliminating the necessity of a separate building.

The cost is so low that no elevator or mill operator can afford to be without grain drying facilities.

ELLIS DRIER CO.

Postal Telegraph
Building
CHICAGO

Grain Carriers

The last rail on the Soo extension from Brooten, Minn., to Duluth, is to be laid July 15.

A line of steamers is to be put on between Chicago and Buffalo by the Buffalo & Great Lakes Transportation Co.

Representatives of Missouri River lines and grain men met at St. Louis recently to consider transit arrangements for Missouri River points and St. Louis.

An extensive tour of the Pacific Coast will be made next fall by the Interstate Commerce Commission in a body. On Oct. 4 the first stop will be made at Spokane, Wash.

The Mississippi-Panama Navigation Co. is being organized at St. Louis, headed by W. K. Kavanaugh, to operate a line of flat-bottom steel freight boats between New Orleans and St. Paul. The capital stock is to be \$5,000,000.

Complaints by shippers against the Lehigh Valley Railroad for failure to furnish or pay for grain doors have had the effect of leading that company to provide doors or make an allowance therefor on all grain in bulk at all stations in New York, and the complaints have been dropped by the state public service commission.

The Quaker Oats Co. pleaded guilty to rebating at Windsor, Vt., recently and was fined \$1,500 by the federal district court. It is said the Canadian Pacific Railroad Co. permitted the Quaker Oats Co. to reship grain at Richford, Vt., to other New England points on billing from western points to Boston, without paying the local tariff.

In the complaint by the Ames-Brooks Co. against the Rutland Railroad and Interstate Commerce Commission recently decided that "a tariff fixing a rate on ex-lake grain for export from Ogdensburg, N. Y., to Boston, Mass., having been legally established, it was the duty of the defendants to apply the rate so published and in effect upon a shipment made by complainant between those points; and if, as claimed by complainant, a contract was made with defendants for a lower charge upon that shipment, such contract was not binding and its violation furnishes no ground for redress under the act to regulate commerce."

A very large proportion of all claims presented to the railroads for loss and damage are for less than carload shipments; and the average amount of a claim is between \$6 and \$7.

On complaint by the Bartling Grain Co. against the Missouri Pacific Railroad Co., the Interstate Commerce Commission has ordered that road before Aug. 16 to cease from charging or receiving, for the transportation of corn and wheat in carloads from Talmage and Brock, Neb., to St. Louis, Mo., rates that are higher than those contemporaneously maintained to St. Louis, Mo., on the same traffic from Paul and Julian, Neb., the commission having found that any higher rates on said traffic from Talmage and Brock than from Paul to Julian to St. Louis constitute undue discrimination against Talmage and Brock.

No river improvement can be expected to send either grain, or coal, or iron, or manufactured products from the places where their value is high to other places where values are lower. At the present time the question is one almost entirely of demand and supply. No great development of boat commerce can be expected until it is evident that the goods carried can be moved from the place where they can be bought at low prices to a place where they can be sold at higher prices, so that the freight charges can be paid out of the profits of sales. The present lack of development of commerce on the Mississippi river is properly due to economic laws governing the natural lines of travel of raw materials and manufactured products, and to the existing conflict of interests between steamboats and railroads.—From report of Government board of engineers.

SEMI-ANNUAL STATEMENT OF MILL OWNERS MUTUAL FIRE INSURANCE COMPANY.

The sixty-eighth semi-annual statement of the Mill Owners Mutual Fire Insurance Company of Iowa, just issued by Sec'y J. T. Sharp, shows that the company has been quite fortunate during the past six months, in that it has suffered losses amounting to only \$35,328.00.

The company now has \$9,813,685.00 of insurance in force and its Deposit Notes \$1,211,517. Its assets amount to over \$300,000, which includes farm loans amounting to \$241,747.00 and cash in banks \$54,190.00.

The Company's receipts for the last six months amount to \$153,413.00, while its disbursements, in addition to the losses, include premiums returned \$20,136.00; expenses, \$16,397.00; mortgage loans, \$27,300.00. The losses and expenses of this company during its 35 years existence have amounted to a trifle less than 50% of an annual premium.

Patents Granted

Grinding Mill. No. 926,305. (See cut.) Emil Utz, Wichita, Kan. The mill comprises a casing, a grinding cylinder, a breast for the cylinder, independently adjustable upper and lower abutments for such breast, and a clamping stem carried by the breast and vertically movable in the casing.

Grain Door. No. 926,494. (See cut.) Wm. Jordan, Minneapolis, Minn. The door is flexible and movable vertically in guide-ways and in a slot in the sill. The top of the sill is inclined and has a plate hinged above it to form a continuation of the floor when in normal position, but exposing a discharge opening when disengaged.

Crib. No. 926,707. (See cut.) Jesse B. Marshall, Medina, O. In a crib structure are combined sheet metal walls, a concrete floor, a sheet metal plate embedded therein, the walls being endwise secured by suitable fastenings to the metal plate. Hanging down thru the crib is a perforated ventilating shaft endwise secured in the floor.

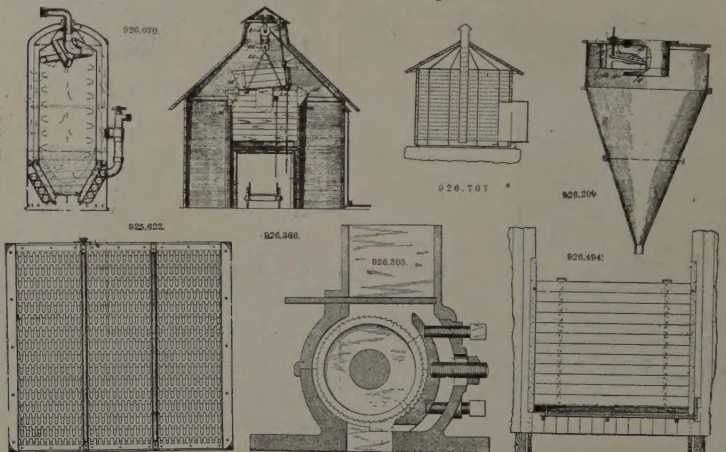
Dust Collector. No. 926,206. (See cut.) Orville M. Morse, Jackson, Mich. A casing has a substantially cylindrical head and a conical body, a tangential inlet for the dust-laden air and a dust outlet at a point remote from the inlet. In addition this collector is provided with a plate adjustable to change its angle of inclination arranged in the plane of the inlet to deflect portions of the dust-laden air toward the outlet.

Grain Bin. No. 926,366. (See cut.) Wm. S. Thompson, Wyandot, Ill. Outer and inner walls form compartments between which a wagon may be driven, a tilting chute being arranged at the top of each inner wall. Each chute has in one of its sides an opening into which passes a slide bolt on the inner wall operated by a rope. When the slide bolt is removed from the opening the chute drops by gravity to its normal position.

Adjustable Sieve. No. 925,623. (See cut.) Chas. Closz, Webster City, Ia. A multiplicity of parallel rock shafts are combined with a multiplicity of pivotally mounted overlapping sheet metal slats formed with notches and intervening fingers at their forward edges, which fingers are aligned in rows and transversely corrugated their entire width to form ridges, and intervening channels, extending forward approximately to the pivots of adjacent slats.

Dust Collector. No. 926,070. (See cut.) Frank J. Matchette, Milwaukee, Wis. A closed upright chamber of substantially cylindrical form has an air and dust inlet at the upper end, a separate air outlet leading out of the central part of the chamber, an opening for the removal of dust at the lower end, means connected with the inlet for imparting to the air a spiral movement around its walls, a strainer surrounding the upper part of the chamber and opening into the dust receptacle.

The tariff on wheat is so high as to be almost prohibitive during the time the Mexican farmer is raising and marketing his crop. The duty on a barrel of American flour is \$9 Mexican, or \$4.50 gold. The freight and original cost, together with the tariff, would bring the price of a single barrel to nearly \$12. Consequently we use little American wheat in Mexico City at the present rate of \$1.40 a bushel would sell for \$2.50 or more. And at the same time Mexico never has, nor probably never will raise, enough to feed her own people.—Chas. M. Johnston, sec'y of the American Club of the City of Mexico.



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CHAS. H. RIDGWAY, Secretary.

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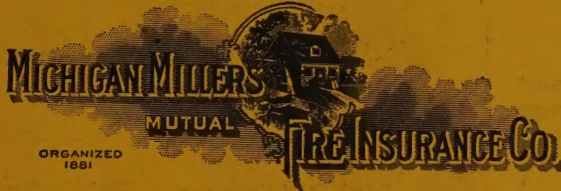
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